

The Hongkong Telegraph.

(ESTABLISHED 1891.)

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WEATHER FORECAST
FINE
Barometer 30.11

January 15, 1914. Temperature a.m. 63, p.m. 77
Humidity " 85, " 86

January 15, 1913. Temperature a.m. 60, p.m. 64
Humidity " 84, " 78.

2898 晚十二月二十年丑癸

THURSDAY, JANUARY 15, 1914.

四拜禮 號五拾月正英西曆

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TELEGRAMS.

THE AFRICAN TROUBLES. GENERAL STRIKE DECLARED

[Reuter's Service To The "Telegraph.,"]

London, Received January 14.

Reuter states that martial law was proclaimed in the railway spheres of the Transvaal, Orange Free State and Natal, last night, after the Federation of Trades had declared a general strike. The miners cease work this afternoon. General Sir Louis Botha, as Minister of Native Affairs, has circumscribed the native compounds explaining the position and calling upon the men to keep quiet. No trouble is anticipated from the natives, but all precautions have been taken and special guards have been appointed over the compounds.

More Dynamite Found.

London, Received January 15.

Reuter's correspondent at Johannesburg states that dynamite continues to be found on the railways.

A patrol of the Imperial Light Horse found a quantity of dynamite yesterday morning at Booyens on the reef line.

Martial Law.

Reuter's correspondent at Cape Town states that the regulations for enforcing martial law are very comprehensive and forbid inter alia the publication of false or alarming news.

A Shot Fired.

Later.

The tension in Johannesburg is increasing. The police to-day attempted to raid the Trades Hall and arrest Mr. Bain, the Secretary of the Trades Federation. The strikers barricaded the hall and prevented the police from entering. A scuffle ensued in the course of which a shot was fired, but it is uncertain from whence it came. The police cleared the whole area around the Trades Hall.

JAPANESE EARTHQUAKES.

TERRIBLE LOSS OF LIFE.

London, Received January 15.

Reuter's correspondent at Nagasaki states that the warships have wireless that the earthquake casualties are probably the heaviest known. None have been saved in three villages. Rescuers have worked in the most heroic manner despite the hail of burning rocks. The earthquake has now subsided though rumblings continue and a typhoon is blowing. There are fifteen feet of ashes at Kagoshima. Many were drowned trying to swim to safety and others were suffocated by the poisonous gases.

JOHNSON MATCHED.

TO FIGHT IN JUNE.

London, Received January 15.

Reuter's correspondent at Paris reports that articles have been signed for a match for the Heavyweight Championship of the World between Jack Johnson and Frank Moran and it will probably take place on the evening of the Grand Prix. Johnson receives six thousand sterling, win or lose, plus one thousand training expenses, and Moran one thousand sterling.

The money has been provided by three American millionaires.

OBITUARY.

COUNT ITO.

London, Received January 15.

The death is announced of the Admiral of the Japanese Fleet, Count Ito.

TELEGRAMS.

PARIS TO TOKYO.

BARON VANASBECK.

[Reuter's Service To The "Telegraph.,"]

London, Received January 15.

Reuter's correspondent at the Hague states that Baron Vanasbeck from Paris has been appointed Dutch Minister at Tokyo.

ANOTHER OCEAN DISASTER.

ROYAL MAIL STEAMER MISSING.

London, Received January 15.

Reuter's correspondent at Halifax states that the Royal Mail Steamer Cobbequid, from Bermuda, struck on Grand Manan and sent wireless messages for help.

Government steamers are searching for, but have found no trace of the vessel, which is believed to be lost. She carried eleven passengers and ninety of a crew. Her cargo was sugar.

Still Afloat.

A message from St. John, New Brunswick, states that the Royal George, on arrival there, stated that she had picked up a distress call from the Cobbequid showing that she was still afloat, though up till now all efforts to ascertain her position have failed.

The Cobbequid was formerly the Union Castle liner Goth.

[The Cobbequid is a vessel 4,778 tons and was built by Harland and Wolff, Belfast, in 1893.]

AMERICAN CUP CHALLENGER.

INTERESTING RUMOUR.

London, Received January 15.

The building of Sir Thomas Lipton's yacht is carried on under the utmost secrecy, but the rumour gains credence that she is to have a centre board.

CANADIAN NEWS.

The Latest Mails Summarised.

According to a message from Ottawa, the "Tango, mild or otherwise, will not be tolerated at Rideau Hall, the residence of T. R. H. the Duke and Duchess of Connaught. There have been no definite instructions that the latest craze is unacceptable to their Royal Highnesses, but it has been made known to those members of society who have the honour of being invited to the dinner dances at the hall that the Duchess disapproves of any of the many tango steps being introduced in the ballroom.

Oriental Immigration.

The Canadian papers devote much attention to the question of Oriental immigration in its various aspects. A large increase in the influx of Chinese was foreshadowed by the figures of the revenue from the Chinese poll-tax during the first eight months of the fiscal year, as compared with the corresponding period of the previous year. The figures are respectively, \$2,230,290 and \$1,659,550. On the basis of \$500 per head, the revenue for the eight months meant the arrival of approximately 4,500 Chinese.

Much feeling continues to be displayed on the Asiatic labour question and Ratepayers' Associations in Vancouver have passed resolutions calling on the Govern-

TELEGRAMS.

FIRE IN MONTREAL.

CATHEDRAL THREATENED.

[Reuter's Service To The "Telegraph.,"]

London, Received January 14.

Reuter's Montreal correspondent states that fire is raging in the "wholesale" district, and threatens to destroy the Roman Catholic Cathedral of Notre Dame, and a section of the town from the Cathedral to the water front. Many firemen have been injured. The temperature is 25 below zero.

ment to prevent the granting of citizenship and property rights in the Dominion of Canada to any but members of the white race. At another meeting a resolution passed by the Grandview ratepayers, to the effect that the City only employ citizens of Vancouver and British subjects was not confirmed, though it was resolved to deal with the matter later on.

The resolution failed to secure support because its terms were thought to be too offensive. On December 10, it was intimated in the capital that Chinese were to be affected by the order-in-council adopted by the Government for the purpose of excluding skilled and unskilled labourers of every nationality and race. This order which will be in effect until March 31 will not affect the Chinese who by the provisions of a special act pay a poll tax of \$500 to enter Canada.

Indian Mutiny Veteran's Death.

The death has occurred at New Westminster of Mr. James Marshall, who had had a most interesting career. He was born in Scotland sixty years ago and when quite young, was taken to India with his father and mother, the former being then in the Royal Horse Artillery. During the siege and sacking of Cawnpore by the rebels in the Indian Mutiny, Mr. Marshall narrowly escaped with his life, and from the effects of that awful time his mother and sister died in India. He returned as a boy to Glasgow and exhibiting a natural aptitude for the work, engaged in sign writing. This led to his establishment at Greenock, where he handled the painting business for a firm of Clyde shipbuilders. He came to Canada about 1882, and settling at Braddon, was for a time painter to the Manitoba & Southwestern Railway, subsequently starting business as a painter and decorator in the city in which he died.

OPIUM IN A PAIL.

Why the Woman was There.

Mr. Dixon, of Messrs Wilkinson and Griest, defended a man charged at the Police Court, this morning, with being in unlawful possession of opium. He asked for an adjournment with bail.

Mr. R. O. Fairfull, who appeared for a woman jointly charged, said he would ask his Worship to fix bail for the woman at half or even a quarter the amount fixed for the man as they threw the blame on Mr. Dixon's client. If it had not been for Mr. Dixon's client the woman would not have been there (laughter).

Mr. Hoggarth said the total value of the opium was \$324.

TELEGRAMS.

MR. LLOYD GEORGE.

RETURN TO ENGLAND.

[Reuter's Service To The "Telegraph.,"]

London, Received January 14.

Mr. Lloyd George has arrived in London from Algiers. He said that he had returned from North Africa on account of the weather.

BOMBARDMENT OF KOGOSHIMA.

A Fifty-Year-Old Event Recalled.

Kagoshima from which messages have sent regarding the earthquakes in that neighbourhood during the past few days was in 1863 the scene of an interesting battle between the British fleet and the Kagoshima clan.

The events which led up to the encounter date from the previous year. In 1862 the Daimyo of Kagoshima, Shimazu Saburo Heisamitsu, went in company with Ohara, the envoy of the Shogun, to Yedo; on his return journey at a place called Namanagi, Musashi, three foreigners Messrs Richardson, Clark and Marshall crossed the procession and were immediately cut down by the hot-headed Samurai of Shimazu. This event led to the British Government opening negotiations with the Shogunate, but the Shogun at that time being much occupied with other foreign and domestic affairs, did not immediately reply.

The British Government seeing no prospect of their claim being considered, sent the China squadron to Japan in August of the following year; the Admiral was given authority to deal direct with the Daimyo, and was instructed to insist upon the punishment of the murderers and to demand that compensation should be made to the families of the murdered foreigners.

In all some seven British vessels were deputed to undertake the work, from the Euryalus with 46 guns to the Havoc with only three, the fleet carrying in all 101 guns. Opposed to them were batteries carrying 87 guns. The British admiral presented his demands for reparation within twenty-four hours, but the Japanese authorities temporised and asked the British ministers to come ashore. This of course was not done and after the British had captured three ships, belonging to the Daimyo of Satsuma, the latter gave the order to fire. The Japanese thus took the initiative and the British were taken somewhat by surprise and had at the same time to manoeuvre into battle formation in a heavy wind. From noon until four o'clock the fight was desperate, two English captains being killed, eleven other ranks being killed and fifty being wounded. The Japanese, on the other side, claimed only seven killed and wounded.

Admiral Ito who was present at the battle is reported to have said: "My impressions were these:—The squadron was very magnificent; a war vessel is indeed a brave object. In them men can enter all the seas, paygivers, the world, and display their country's power and glory; when the circumstances demand, just like the British squadron."

New Church Wanted.

Lord Salisbury and others have issued an appeal for help to build a new church and parish hall for the parish of Norton, which forms a large portion of the Garden City, Letchworth. This parish has suddenly become the home of an industrial population.

TELEGRAMS.

MEXICAN AFFAIRS.

MONEY EVIDENTLY SCARCE.

[Reuter's Service To The "Telegraph.,"]

London, Received January 15.

Reuter's correspondent at Mexico states that the Government announces that it will not pay the next coupons for internal and external debt.

POLICE AND TRADE UNIONS.

Membership Prohibited by Sir Edward Henry.

There is no longer any doubt as to the official attitude towards a police trade union, and members of the Metropolitan Police who are invited to become members of such an organization cannot now plead that they were misled by statements that the proposed union would receive official recognition.

The Police Orders issued on December 19, contain the following notice signed by Sir Edward Henry:—

It has come to the knowledge of the Commissioner that attempts have been made to induce members of the Metropolitan Police to join a federation or union. He desires to point out that membership of such an association is prohibited by Standing Orders, and that any man serving who violates these orders, or incites others to violate them, renders himself liable to disciplinary proceedings, which may result in his dismissal from the force.

Extent of the Movement.

The movement to form the federation and the union to which reference is made in the notice are entirely distinct, and neither of them, so far as can be ascertained, has received any appreciable measure of support.

From the rank and file of the Metropolitan Police Force. A short time ago the Police Review in order to test the feeling of the force as to the formation of an organization by which they might speak, representatively and with due respect to those set over them, issued some 21,000 forms, inviting members of the force to become members of a "federation" for this purpose and to send a shilling subscription for a year's membership. In last Friday's issue of the Police Review it is admitted that the movement has been a "fiasco." Only a few over 100 members of the force expressed their desire to join the federation. Such an organization, it is felt, could only be successful if it attracted an over-whelming majority of the police of the country. A feeble society would be worse than useless. It has been decided, therefore, that the "federation" no longer exists; and the subscriptions are now being returned.

The organizer of the Metropolitan Police Union is Mr. John Syme, an ex-member of the force. It is in a sense a secret organization, since the names of the members are not disclosed. It is claimed that the union has achieved some measure of success, and it is not improbable that it has attracted some of the younger members of the force. But compared with the total number of the rank and file, their number must be almost negligible.

Pay and Prospects in London.

There is no reason to suppose that any large section of the Metropolitan Police Force is dissatisfied with the existing conditions of service. It is true that their pay is not as high as that of the City Police, and if it were, no doubt the ratepayers of the metropolis would have good reason to complain. Nevertheless, the Metropolitan Police offers considerable advantages and a splendid career for the class of men from which its members are drawn. On joining the service the recruit receives

TELEGRAMS.

THE LEEDS STRIKE.

FORMALLY SETTLED.

[Reuter's Service To The "Telegraph.,"]

London, Received January 14.

The strike at Leeds, has been formally settled.

27s. a week. He is sent to a sectional station, where he is able to enjoy billiards, hot and cold baths, and other advantages of club life, for which he pays 1s. a week. He is provided with substantial meals for 14s. a week. He has therefore 12s. a week pocket money. After 15 years' service his pay rises to 37s. 8d. a week, and he gets in addition rent-aid, boot money, coal allowance, and pension. His total earnings amount to something over 40s. a week. Moreover, there is a very large proportion of officers in the force and promotion is therefore easy and rapid for an intelligent man. He can become a sergeant in five or six years. He can rise to the position of superintendent, whose minimum pay on retirement is £450 a year, two-thirds of which he receives as pension.

A QUESTION OF BAIL.

A Wife "Under the Control" of her Husband.

The legal contention that a wife is under the control of her husband was put forward in a case of unlawful possession of opium in which Mr. Lewis, of Messrs. Johnson, Stokes and Master, appeared as defending solicitor, at the Police Court, this morning. A man and a woman were charged with being in unlawful possession of twenty taels of opium.

Mr. Lewis in asking for an adjournment of the hearing and applying for bail, said he would ask his Worship (Mr. Wood) to fix a small bail in the case of the woman as she was the wife of the male defendant and as such she was obviously under his control. If anyone was to blame it was the husband because they were together when the opium was found. There was a ruling of Common Law that a wife with her husband was supposed to be under the control of her husband.

His Worship said he had to safeguard the interests of the prosecution against both defendants.

Mr. Lewis: I only ask for bail to be such as to allow her to go out. His Worship said that eventually the charge against her might be withdrawn. Perhaps Mr. Lewis could see his clients and ascertain if that could be brought about?

Mr. Lewis said the case would be disputed all along so that could not be done. The maximum penalty was £2,000, but if his Worship fixed bail according to that it would mean that £4,000 would have to be found and he had no hesitation in saying that the amount could not be found. He suggested that the prosecution had sufficient security with the man in gaol.

The case was remanded until Saturday, bail in £1,300 in each instance, being allowed.

NEWS FOR BUSY MEN.

TELEGRAMS.

CONDENSED.

The strike at Leeds has been formally settled.

Dynamite still continues to be found on the reef line.

Count Ito, the Admiral of the Japanese Fleet, is dead.

Baron Vanasbeck has been appointed Dutch Minister at Tokyo.

NEWS FOR BUSY MEN.

TELEGRAMS.

CONDENSED.

The casualties in the Japanese earthquake are stated to be the heaviest on record.

An outbreak of fire in the wholesale district of Montreal threatens to destroy the Roman Catholic cathedral of Notre Dame.

Many firemen have been injured at Montreal. They are fighting the conflagration in a temperature of 25 degrees below zero.

Mr. Lloyd George has returned to London from his trip to Algiers. He said that he had returned on account of the weather.

Martial law in consequence of a general strike was proclaimed in the railway spheres of the Transvaal, Orange Free State and Natal, yesterday.

NEWS.

Further notes from the Volunteer Camp appear in to-day's issue.

A letter dealing with "The Idol's Eye" appears in to-day's issue.

Log book appears on pages 6 and 7, to-day and commercial news on page 8.

A clever story of how a Chinese outwitted the police and secured \$2,700 appears in this issue.

Fire broke out in Cochrane Street, this morning, and was well handled by the Fire Brigade.

General news and an account of the death of Mr. Slack, the airman appear on page 3, to-day.

A special article dealing with the Boy Scout movement in Hongkong appears on page 4 to-day.

Proceedings in the case, arising out of the recent extradition proceedings, were continued at the Police Court to-day.

An interesting description of yesterday's Rugby match, in which the Club defeated the Army, appears in this issue.

DON'T FORGET.

TO-DAY.

Victoria Theatre, 9.15 p.m.
Bijou Theatre, 9.15 p.m.
Court Cards Theatre, Royal—9.15 p.m.
Concert at Seaman's Institute.

TO-MORROW.

Victoria Theatre, 9.15 p.m.
Bijou Theatre, 9.15 p.m.
Auction of Ponies at Race Course.—8 p.m.
Engineers' Ball, City Hall.—9 p.m.

Saturday January 17.

Entries close for Hongkong Races.

Monday January 19.

Queen's College Prize distribution—noon.
Organ Recital St. John Cathedral.—5.30 p.m.

Tuesday, January 20.

H. K. Missionary Association Meeting.
Wednesday January 21.
H. K. S. B. A. Sports—3.30 p.m.

Friday January 23.

Volunteer Ball.
Monday January 26.
Chinese New Year.

Saturday February 7.

Philharmonic Society's Concert 9.15 p.m.
Tuesday, February 10.
Organ Recital St. John Cathedral.—5.30 p.m.

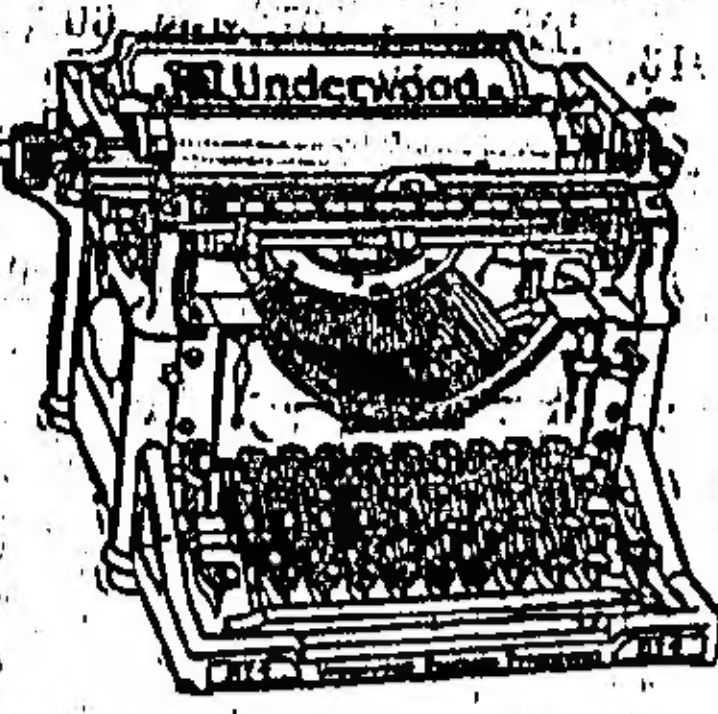
Wednesday, February 11.

The Idol's Eye. H.K.A.D.O. Theatre Royal.—0.15 p.m.

Notices

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and sit up all night cough-
ing and gasping for breath when a
SINGLE dose of

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will give you certain, prompt
relief and ensure a good night's
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for Asthma, discovered by Mr.
NOBBS, a qualified Chemist, and
a sufferer for many years, will, if
taken when necessary, effect a
radical cure of this erstwhile in-
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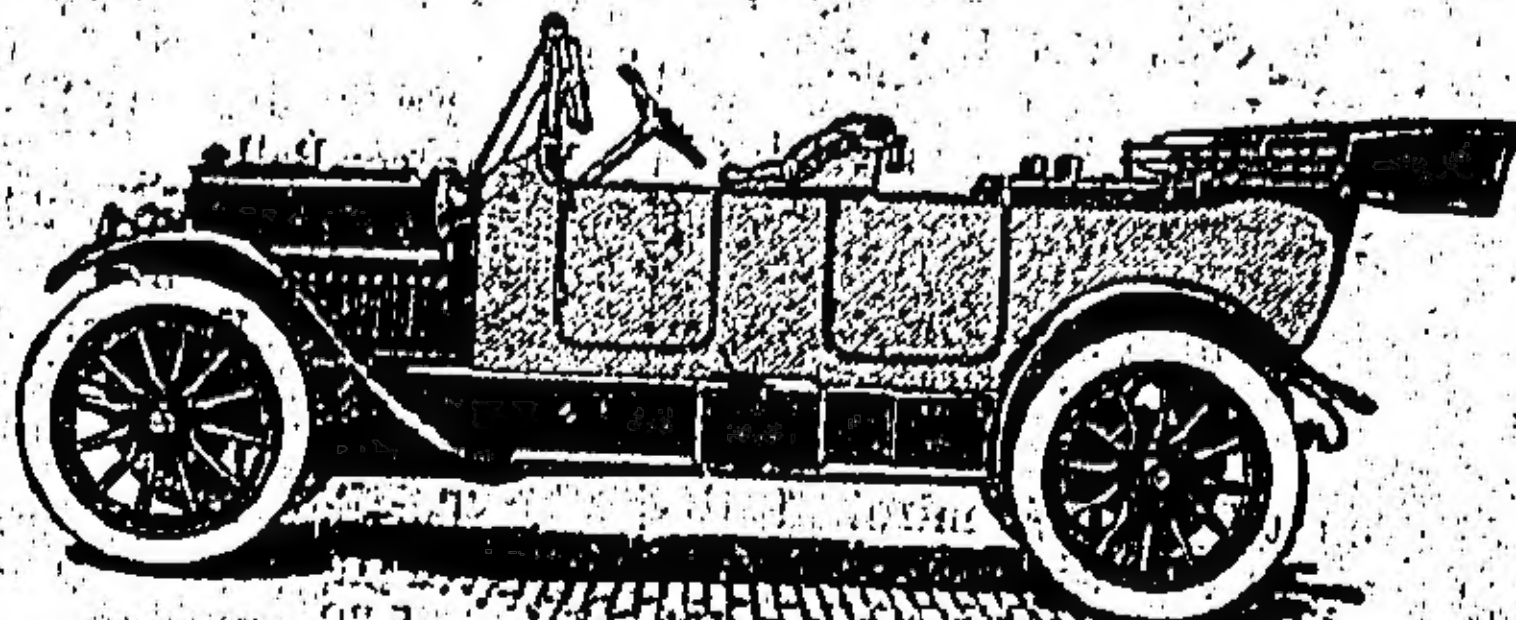
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Families on Application.

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and at intervals during the day."
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PROPRIETOR. [62]

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ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1018.

Developing, Printing & Enlarging
Hongkong, 18th July, 1913.]

Notices

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Nearly everyone is familiar
with the species of auto-suggestion
upon which, to a great extent,
venders of patent medicines rely
for the sale of their wares. Cases
have frequently been known in
which men have become actually
ill from preconceived comments
upon their sickly appearance made
with seeming sincerity by appar-
ently sympathetic friends and
what is this but suggestion? It
is quite possible to restore the
power of self-control to those who
have lost it, and many a man
owes his success to the unswerv-
ing faith of his wife or mother
in his abilities and the suggestion
that he cannot fail. With such
examples as these, when sugges-
tion is no longer practised in
obscurity but in recognised in-
stitutions, it is possible that we
may discover the explanation of
the effects produced by mind upon
mind, and lift the veil from what
has hitherto been a deep mystery.

Daily Press.

Earthquakes in Japan.

"The daily average of a little
more than 34 earthquakes,"
remarks a Japanese writer, "may
appear rather startling; but it
must be remembered that the
frequency of minor shocks tends
to bind the strata by removing
weak cleavages, and will therefore
have the effect of preventing the
severer ones. It is when seismic
disturbances are unusually scarce
that the danger of disastrous
earthquakes occurring is great-
est." We note the further state-
ment in the same work on the
subject that there have been in
300 years but 108 earthquakes
in Japan which can be described
as of "a more or less disastrous
character," and that a really
severe earthquake occurs but once
in a man's lifetime. But the
statistical record in the book, un-
fortunately for the comforting re-
flection of the writer, shows no
fewer than nine "severe earth-
quakes" in fifty years involving
great destruction of property and
loss of life. The deepest sym-
pathy will be felt with the Japa-
nese Government and people in
this calamity at Kagoshima, oc-
curring as it does at a time when
they are confronted in the Nor-
thern part of the country with an
even more appalling calamity of
another character, which accord-
ing to the official announcement
has brought ten million inhabi-
tants to the brink of starvation.

China Mail.

A Scientist on Sanity.

Dr. O. W. Saleeby, the distin-
guished scientist, in the course
of an interesting article recently
contributed to the *Pail Mail*
Gazette, had some rather strik-
ing and, to many, very original
ideas to impart on "Some
Varieties of Sanity." Before we
talk, he says, about the recent
increase of insanity it will be
well for us to inquire whether we
have not been making our tests
of sanity too rigid. If more
students fail in the entrance
examinations of a college
than was the case fifty years
ago, it would be unsafe to
conclude that boys are growing
more stupid; the examinations
may be more difficult. The
popular and legal view that in-
sanity is a condition of the
intellect or reason, Dr. Saleeby
pronounces "pure nonsense." The
intellect, he says, may be feeble,
mediocre, acute, shallow, or pro-
found, in sanity or insanity. The
trouble lies quite elsewhere. The
supposed irrationality of the
lunatic is absolutely reasonable,
but reasonable upon false pre-
mises; and they are false because
his mind is disordered, in the realm
of memory and emotion and
control.

For a good solid meal, a la
Carte or a la Mode, with
Wines & Liqueurs of the Best
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saries, Respectable Stores

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GENERAL NEWS.

Firemen's Threat.

The Chalfont (Stroud) Fire Brigade have threatened to strike unless they are provided with a new engine. The grievance of the brigade, as stated by the captain, Mr. William Smith, is that the present engine has been at Chalfont for over forty years.

Taxicab Driver Acquitted.

At the London Sessions Charles George Ellis, taxicab driver, surrendered to his bail and was acquitted on a charge of having, by wilful misconduct and neglect, caused bodily harm to be done to Charles Chinson, a leather-dresser. A collision occurred between a taxicab which the defendant was driving near Westminster Bridge-road and a barrel organ, with the result that one of Mr. Chinson's ribs was broken. The defence was that the accident was caused by a "side-slip."

The Raid on a Gaming-house.

Four men charged with being concerned together in keeping and conducting a gaming-house at No. 5, George-street, Hanover-square, were before the magistrate at Marlborough-street Police Court. A number of other persons were charged at a previous hearing as frequenters of the premises and bound over. At the further hearing three of the defendants were committed for trial, bail being allowed; the fourth man was bound over not to "haunt" gaming-houses in future.

Important Dock Proposal.

Liverpool Dock Board has decided with a proposal to widen the entrance to the new Gladstone Dock at an estimated cost of £118,000. The entrance lock will be increased from 870ft. to 1,079ft., and although the cost is estimated at the amount mentioned, inasmuch as the late engineer effected a saving of £80,000 odd on the estimate, the actual increase on the original estimate will be only about £50,000. In accordance with the standing orders, the recommendation was to come up for adoption at the next meeting.

Presence of Mind.

The promptitude of an operator prevented what might have been a serious panic at the Queen's Cinema, Ene-street, Walthamstow, recently. Fire broke out about 7 o'clock in the operating chamber, and the operator, Arthur Davies, promptly pulled down the steel automatic fire curtain. Helped by his assistant, Robert Fenton, Davies then endeavoured to extinguish the fire. A message was sent to the Walthamstow Fire Brigade. After their arrival the outbreak was soon suppressed. Davies and Fenton received burns. The house was cleared without the slightest panic.

"Plain" Cows for Sausage Trade.

At Clerkenwell Police Court Herbert Geering, of Burgess-hill, Sussex, was summoned for permitting to be carried, from Lewes to Maidenhead Station, a cow with a malignant growth, contrary to Article 12 of the Animals (Transit and General) Order. For the defence it was stated that the cow was purchased like others as "plain" cows, for the London sausage trade, and that the cow was passed by the inspector at the slaughter-house. Mr. Bros imposed a fine of £5, with five guineas costs, subject to the question of revenue which had been raised earlier.

Broad Walk Entrances.

The London Society offer as a prize the gold medal of the society, and £15 for the best design for the improvement of the North and South entrances to the Broad Walk of Kensington Gardens. The fullest liberty is offered to competitors with regard to the alteration of existing conditions and the nature of the architectural and garden treatment to be proposed. It is suggested that in any case the scheme should include handsome gates. Emblematic ideas might be embodied in the sculpture, &c., such as, for example, the progress of Queen Victoria's reign and the peace of King Edward's.

AN AIRMAN'S DEATH.

Mr. Slack Killed in a Motor Accident.

Mr. Robert Slack, the airman, was killed on December 21 whilst motoring at Radlett on the Watling-street between St Albans and London. He was driving a car belonging to Mr. W. A. Gilbey, and in the car with him were MM. Jules Truelade and Du Sordier, and Mr. Geoffrey O. Gold. The accident occurred at a point of the Watling-street known as Highbridge—a narrow bridge which carries the Watling-street over a small stream. The bridge is at a very awkward curve in the road. The car was travelling towards London, and when it had reached a point about 100ft. beyond the bridge, where the road turns to the left, the driver was unable to negotiate the curve. The car turned over, and Mr. Slack was pinned beneath it. M. Truelade was also a captive beneath the car, but managed to escape, and the other two occupants of the car were thrown into the ditch. MM. Truelade and Du Sordier, however, injured, were able to proceed to London after receiving medical attention.

Mr. Slack was one of the well-known band of intrepid British airmen, and the news of his untimely end will be read with widespread regret. Born at Nottingham in 1886, he was apprenticed to motor engineering, and spent some nine years in the county borough, and also in Glasgow. In his career as an airman he began work at the Blériot School at Hendon early in 1911, but it was not until June of last year that he came into any prominence. He then started off from Hendon on a Blériot monoplane for a 1,200 miles tour of England and Scotland, this being followed by a trip of 700 miles round the south-east of England. The machine was afterwards presented to the War Office by the international Correspondence Schools. In June last Mr. Slack left Paris at 5 o'clock in the morning in a race to England with the French pilot Eugene Gilbert, and arrived at Hendon at 1.30 in the afternoon, having had to fight a strong head wind practically all the way. Just about a month later he attempted another flight across the Channel from the other side, but was blown towards the Belgian coast and was forced to land at Brede, owing to a deficiency of petrol. As he was descending part of his machine caught in a wire fence and the aeroplane overturned. Mr. Slack was injured on the head, but was able to return to England on the following day. At the sixth London aviation meeting at Hendon, in August last he won the altitude contest on a 50 h.p. Morane-Saulnier monoplane, with which he reached 8,000ft. Mr. Slack also took part in the "Aerial Derby" race last September over a course of 9½ miles round London for the prizes presented by the Daily Mail.

Motor-Omnibuses.

The Watch Committee of the Oxford City Council have recommended that the three companies who had applied for licences to run omnibuses should each be granted five licences.

Fine for Shooting Hare.

Under the Game Act of 1831, which it was stated, expressly declares it to be unlawful to kill game of any kind on Sunday or Christmas Day, George Barker was at Hedingham fined 5s. for shooting a hare on a Sunday.

Woman Charged with Murder.

At Liverpool, an inquest was held touching the death of Peter Dwyer, 38, a builder's labourer, who died from burns which he received while in bed. A woman named Lillian Upton, who lived in the same house as Dwyer, and who had been arrested on a charge of unlawfully wounding him, was present at the inquest. It was stated that before he died Dwyer suggested that the woman had poisoned paraffin over him. The jury returned a verdict of "Wilful murder" against Upton.

FUTURE OF COVENT GARDEN.

Removal to Thames-side Suggested.

The future of Covent Garden Market now forms one of the principal subjects of discussion arising out of the sale of the estate by the Duke of Bedford to Mr. Mallaby-Deeley.

The question of the removal of the market was raised in a letter to *The Times* from Mr. Percy Harris, who after pointing out that Covent Garden, situated as it is, should be of far greater value for commercial development than for its present purposes, suggests the business acumen of Mr. Mallaby-Deeley should be quick to grasp the fact and induce him to part with his market rights for a reasonable sum. This, he says, would give an opportunity for London to obtain statutory rights and create a new market centrally situated and not in a position to interfere with London traffic. An ideal site, he maintains, is to be found on the south bank of the Thames between Waterloo and Charing-cross Bridges.

While the need for more accommodation at Covent Garden has long been felt, there appears to be no disposition on the part of the salesmen to favour removal to another site; in fact, the leading members of the trade are opposed to it. While it is recognized that Covent Garden, with all its limitations, cannot be excelled as a central market for London, it is believed that much might be done to remove the difficulties which now surround the market.

Opposition to Removal.

Mr. Percy Harris, in his letter, raises a point that has been much discussed for some years. The fruit, vegetable, and flower trade of Covent Garden has outgrown the capacity of the market proper, and the shops in streets which once formed convenient approaches to the central avenue are now annexed to the market. This is particularly the case on the north side, where every available shop is occupied by salesmen. That there is need for more accommodation is obvious to the most casual observer, but according to statements made to a representative of *The Times*, leading salesmen hesitate to commit themselves to the policy of the removal of the market to another site.

The head of one of the largest firms of salesmen, in a conversation recently, condemned, in rather derisive language, the suggested transfer of the market to a riverside site between Waterloo and Charing-cross Bridges on the south side. To reach this point overseas produce would have to be transferred into barges in the lower reaches of the Thames, or, at all events, below London Bridge, and the cost of this process would probably be greater than that of cartage from the docks to Covent Garden. He also insisted that the cost of transit to end from the termini of the northern railways would be increased without any corresponding advantage. The same authority declared that a new site, if it should be chosen, ought to be on the north side, in the Marylebone district for preference; but he added, with emphasis:—

"Covent Garden, with all its limitations, cannot be excelled as a central market for London itself. If the new owner were magnanimous, he might do a great deal to remove some of the difficulties which now surround Covent Garden. He might, for instance, introduce changes in the system of tenure."

Other salesmen expressed themselves as opposed to the transfer to another site, mainly on the ground that Covent Garden is central for London shopkeepers.

112 Descendants.

Mr. Thomas Basham, who has just died at Haverhill, Essex, in his ninetieth year, left 112 living descendants.

If you have lost your appetite, one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

Prepaid Advertisements

ONE CENT PER WORD FOR EACH INSERTION.

TO LET.

MEIRION, Nos. 9 & 10, Peak, unfurnished, 6 Rooms. Cheap Rental, from 1st December newly painted and colourwashed. ROGATE, Austin Road, Kowloon; unfurnished.

No. 68 Peak, Mount Kellett. Church Mission Society Bungalow from 1st October, 1913, till 30th May, 1914, partly furnished. Cheap rent.

1 CAMERON VILLAS No. 60 Peak, to let furnished for 1 year from 1st May.

No. 6 Cameron Villas, No. 59 Peak to let furnished for one year from 1st May, 1914.

"Kellett Crest" No. 65 The Peak, from 1st March, 1914, partly furnished.

No. 19, Shelley Street. One small Godown in Duddell Street.

No. 3, The Albany, Robinson Road.

FOR SALE.

HARTING and ROGATE, on part of Kowloon Inland Lot 1154. "GLENSHIEL" 124 Barker Road, 5 rooms, close to Tram Station.

Apply to LINSTEAD & DAVIS, 3rd Floor, Alexandra Building, Hongkong, 2nd Oct., 1913 [211]

TO LET.—Two room Flats in Kowloon. Suitable for Europeans, in good airy locality. All Modern Conveniences. Terms Moderate. Apply H. RUTTON-JEE, Royal George Hotel, Hongkong, 17th Oct., 1913. [967]

FROM 1st April next "STONEHENGE" No. 5 Robinson Road containing 17 Bed Rooms, with Bathrooms, Drawing Room, Dining Room and other conveniences. Suitable for a Boarding House. Apply to DAVID SASSOON & CO., LTD.

New Musical Instructor. Mr. Basil Johnson, director of music at Rugby School, has been appointed musical instructor at Eton College in succession to Dr. C. H. Lloyd, who will retire next Easter after twenty-one years' service.

Notice



To those who have experienced it, the mere thought of the word brings fear and anxiety. The throbbing, lightning-like pains following the slightest touch of the decayed tooth, and the dull, agonizing pain which robs one of sleep and lessens the capacity for mental and physical exertion are sufficient to drive one to despair. The best remedy for the relief of toothache is of all other pains due to the nerves is:

Bayer's Tablets of Aspirin (original packing)

PRICE \$0.50 PER TUBE.

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The Fourth Plague. By Edgar Wallace.

Young Eve & Old Adam. By Tom Gallon.

The Allison Honour. By Harold Bindloss.

Perrils of the Cherry Trees. By J. S. Fletcher.

Red Wrath. By John Oxenham.

A Doubtful Character. By B. Reynolds.

Writ in Water. By S. C. Grier.

Sinister Street. By Compton Mackenzie.

The Joy of Youth. By Eden Phillips.

The Eurasian. By Henry Bruce.

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of 1 Dozen.

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E.—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY	22.50	1.90
'KILTY' LIQUEUR WHISKY		
Great Age, Very Fine	38.00	3.25
THORNE'S BLACK SQUARE	23.50	2.00
WATSON'S O.B.G.	23.50	2.00

Other Well-known Brands Supplied To Order.
Our Celebrated Very old Liqueur Scotch Whisky is a blend of the best Pot Distilled Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation as THE LEADING SCOTCH WHISKY IN THE EAST.

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BIRTHS.

TURNER.—At Shamoen, Canton, on 14th January, the wife of W.C.D. Turner of a son.

The Hongkong Telegraph.

HONGKONG, THURSDAY, JANUARY, 15, 1914.

BOY SCOUTS IN HONGKONG.

In to-day's issue appears the second of two special articles which deal with the birth and development of the Boy Scout movement in Hongkong. These articles make refreshing and inspiring reading. The story of the inception and rapid growth of this movement in the Colony has in it something of romance. It is unnecessary to-day to defend the Scout movement—whether on land or water—from the charge of militarism. Nothing is further from its purpose which is to make boys strong, healthy, observant, and self-reliant. There must be something in the atmosphere of the Colony favourable to the movement or it would not have grown so rapidly. The possibilities in it, as it spreads, are enormous, and we have no doubt that it will spread beyond St. Joseph's College.

Of the older troop—the bodyguard as it is called—a word may be said; what has been remarked of the Scouts proper applies equally to this body, as it applies to Boy Scouts anywhere. But it seems to us that to form a troop of older boys in Hongkong—of boys, that is, who are too old to be admitted as Scouts proper—was a step admirably wise. Aside from the questions of health, of training in observation and the like, the bodyguard serves the deeper purpose of giving young men, who have reached the age when character is rapidly being formed, an agreeable occupation for their spare hours. This would be regarded as an excellent move anywhere, but it is especially excellent as applied in Hongkong; for in this Colony are few amusements for any one and hardly one which satisfies the craving of youth for something wherewith busily to occupy the mind in hours that are not given to business.

Taken all in all, this movement is a most admirable one, so far as it has gone. The thought of so many helpers as have generously lent their services, coming forward and giving of their time and knowledge to press forward the work is one of the most agreeable signs that has been witnessed for some time. The whole movement is one of which the Government, we should suppose, will take some kind of notice. Indeed, since the youth of Hongkong has shown itself so ready to accept a movement of such undoubted value, the Government may perhaps one day, when it has widened, be persuaded to help it forward by a grant which need not be large to be useful and which would, no doubt, be most acceptable. But that is only one of the possibilities of a scheme which is full of possibilities.

Battery Path.

There is a notice at the foot of Battery Path which reads, "Chairs must not go two abreast on this road." The warning, however, is more honoured in the breach than in the observance. And that is not all. Almost any day, coolies, with heavy burdens, which occupy more space than any two chairs, can be seen toiling up the pathway, much to the public inconvenience. We have taken pains to trace some of these coolies, and have noticed that they proceed right up the path, pass along the Cathedral and then into Garden Road. Surely, in view of the notice at Battery Path, these folk might be required to carry their burdens along Queen's Road and then up into Garden Road. It is up to the police on duty at this point to so divert the traffic.

The Disaster in Japan.

Not for a long time has Japan been visited by such a disaster as has befallen her since Saturday. What is the total loss of life will not, of course, be known for some time, but it is to be hoped that it will be less serious than might appear from the serious nature of the visitation, though to-day's telegrams are not reassuring. One pleasing fact, at any rate, is that the terrific eruption which took place on the island of Sakurajima, while it destroyed the village, does not appear to have been attended by as great loss of life as might have been feared. "Many people have been killed," says Reuter but "70,000 persons have fled, the telegraph operator alone remaining."

Hige Courage.

Why is it, by the way, that telegraph operators, at sea and on land, generally show such high courage? Is there a tradition in the services, all over the world, which inspires them? The thought of that one man on the island, alone with Nature in her most savage mood, sending out details to the world, is one that thrills. It is to be hoped that he will emerge unscathed. The damage generally is said to be enormous, and this can well be understood. But it is to be hoped that the deathroll will prove to be less terrible than has been the case in past disasters of the same kind.

Praise for the Fire Brigade.

The work of the fire Brigade this morning in dealing with the fire in Ochohrane Street is worthy of the highest praise not only on account of the quickness with which the fire was got under but for the celerity with which everything was carried out. By reason of this the outbreak became what is known in newspaper parlance as "just a fire." Everything went through with so much smoothness that there was nothing in the way of incident. Each man knew his job; it was done, and a fire which had involved the whole of a building when they arrived was put out in less than fifty minutes. Whether this constitutes a record or not we do not know, but it is certain that the performance will require a lot of beating. When it is also remembered that the force is a voluntary one and that the preparation for this work has to be done in the men's spare time, the credit they deserve for their performance cannot be overrated. To-day's outbreak showed what the fire Brigade can do when they are at work and that they did it well proves that the colony has in them a real asset.

A Fatal Quarrel.

At Liverpool recently William Sweeney was charged with causing the death of James Christopher Orr and was remanded. Mr. Duder, who prosecuted, said that on a Saturday night a discussion arose in a barber's shop at 120 Great Howard street, about the respective weights of the men, and Sweeney struck Orr several blows. Orr fell back on a copper pillar and received injuries from which he died.

DAY BY DAY.

THE MEN WHOM I HAVE SEEN SUCCEED BEST IN LIFE HAVE ALWAYS BEEN CHEERFUL AND HOPEFUL MEN, WHO WENT ABOUT THEIR BUSINESS WITH A SMILE ON THEIR FACES, AND TOOK THE CHANCES OF THIS MORTAL LIFE LIKE MEN, FACING ROUGH AND SMOOTH ALIKE AS IT CAME—Kingsley.

The Mails.

American, Canadian and Siberian Mails.—Left per s.s. Mongolia at 1 p.m. to-day.
English Mail.—Due per s.s. Oryanha at 8 a.m. to-morrow.
Siberian Mail.—Due per s.s. Egypt to-morrow.
French Mail.—The French Mail of December 16 was delivered in London on January 14.

Mr. Findlay Smith.

Mr. Findlay Smith, of the Peak Hotel, left to-day on the s.s. Hue for Haiphong.

Launch of the Wuchang.

The launch of the s.s. Wuchang is to take place at Taikoo Dock on Tuesday next at 4 p.m.

Smoking in Court.

For smoking in Court, a Chinese was fined \$2, by Mr. Wood, at the Police Court, this morning.

Opium Possession.

A fine of \$80, or, in default one month, was imposed on a Chinese charged at the Police Court, this morning, with being in unlawful possession of opium.

Diamond Brooch Lost.

General Burkill residing at the Peak has reported to the police that last evening his wife lost a diamond brooch, between Government House and the Peak.

Found Ill.

F. Powell, an unemployed Englishman, was sent to the Government Civil Hospital yesterday by the police. He was found ill in the Naval Ordinance Yard.

The Escaped Convict.

The hukong who was in charge of the convict who escaped from the hospital, was remanded until to-morrow, by Mr. Wood, at the Police Court, this morning.

Revolver Possession.

For being in unlawful possession of a revolver a Chinese was fined \$250, or in default three months at the Police Court, this morning. Inspector Macdonald prosecuted.

Theft of Clothing.

A foreman for the Hing Lee Contractor company has reported the theft of clothing and \$97 in money from a matchbox at Kam Tin in the New Territory.

Latest Advertisement.

A meeting of the Hongkong and the Far East Philatelic Society will be held on Monday. A consigned notice regarding the Iyo Maru appear on page 5.

FLOUTING AUTHORITY.

Trespassing on the Premises of the C.S.P.

Five coolies were charged at the Police Court, this morning before Mr. Wood, by Mr. McIlvaine Messer, Captain Superintendent of Police, with trespassing on his premises at the Peak. The first defendant was also charged with being in unlawful possession of compound opium. Complainant said he had given a warning that anyone found on his premises without permission would be prosecuted. He found the defendants in the coolie quarters, the first man smoking opium.

A fine of \$3 was imposed on each of the defendants for trespassing.

Proceeding on the charge of being in unlawful possession of opium which was preferred against the first defendant, the latter informed his Worship that he "was only using part of it."

Acting Inspector Gafrod said the first man was pointed out to him by the tenant as having been smoking on the bed. He searched the bed and found alongside the bed the rot of opium produced.

His Worship:—I don't think that is good enough. You are discharged on the first (the opium) charge.

HONGKONG BOY SCOUTS.

Concerning the "Bodyguard" and Sea Scouts.

(SPECIAL ARTICLE)
In a special article in these columns on Tuesday the story of the formation of a troop of Boy Scouts, at St. Joseph's College, was related. From the start it was wonderfully successful; so successful that the ex-pupils of the College clamoured to be enrolled. Their admission, however, was out of the question. The age limit barred them, speaking generally, and, if their application was to be met, something else had to be done for them. The result was that they were formed into a bodyguard, the age limits being set at thirteen and twenty-five. This body was formed on November 28 with 24 members. To-day it numbers 46 and there are further applications for admission.

They have, inaugurated, a debating club and a choral Society; both are flourishing institutions.

Two Bodies.

Here, then, were two bodies of Scouts, the younger body being, by this time, affiliated to the parent Association in London, with the sanction of Sir Robert Baden-Powell, the Chief Scout, who sent a very complimentary letter. Meantime Sergt. Brooks, of the Royal Marines, had lent his services and had started a course of map-reading both to the Scouts and the bodyguard, but on different days. Dr. Coleman also held regular classes on first aid, and thus the whole course of a Scout's instruction was completed. These young people have been fortunate in securing willing voluntary helpers. Between the two bodies, as was natural, sprang up a healthy rivalry and a trial of skill was held. It was worth recording that the younger lads proved cleverer and actually won.

Sea Scouts.

One turns now to the sister body, the Sea Scouts. The first Commissioner of the Sea Scouts is Lord Charles Beresford who is no stranger to China. He is writing his autobiography in *Nash's Magazine*, by the way, and mentions Hongkong and Kowloon in the most recent number. The troop of Sea Scouts attached to the College is in charge of Captain Streetfield, R.N.M.I., and he is assisted by two instructors who will train the boys in the work of sailing a vessel. One italicizes the word, which must be stressed, because neither land nor sea Scouts are taught anything militant; quite on the contrary. Meantime the body is limited to 36. That is as many as can be handled efficiently at present; and efficiency is the first word in the vocabulary of these three bodies.

From this modest beginning we anticipate great developments. It will not be surprising if the organization enlarges on broader lines. With his wide experience of the movement in England Capt. Streetfield may yet do something more for Hongkong; for there is no denying the fact that the Scout organization is an institution that has come to stay.

There is, obviously, a fine spirit animating the College at present and a fine work going on. Here are three bodies which should do much to turn out these lads strong, alert, self-reliant, and in addition, an Old Boys' Association, at the meetings of which lectures and addresses, on subjects actually helpful to youth, are given. Mentally and physically these young people are being given a chance, and it is good to know that they are seizing it with both hands.

Duke's Gift to a Hospital.

As a thank-offering on the coming of age of their older son, Lord Pittfield, next year, and to mark their silver wedding, the Duke and Duchess of Portland have written to the committee of management of Mansfield Hospital asking them to accept a sum of between £4,000 and £5,000 to liquidate the debt on the King Edward memorial wing, which is being built there.

FIRE OUTBREAKS.

Excellent Work by the Fire Brigade.

The Hongkong Fire Brigade have had their fair share of work over night, for in the space of a few hours two fires have presented themselves for treatment, one, a small conflagration at Shauiwan involving a quantity of breasting materials, and the other in the Central District where a shop and dwelling house was completely gutted.

It is often the ill luck of a Fire Brigade that their work has to be done unseen and is talked about afterwards. As a result the impression of the value of their services is formed second hand. This morning, however, the Hongkong Telegraph had an opportunity of seeing the Brigade at its best.

A Prompt Response.

About 7.10 a.m. an alarm of fire was raised at No. 16 Cochrane Street, occupied by a paper seller. The origin of the outbreak is at present unknown, but by the time the Brigade were on the spot—and their response was remarkably prompt—the whole of the building was involved. The inside, on their arrival, was one mass of flame and was roaring like a furnace. Flame was belching from the windows of the four storeys until the front of the building made a remarkably gorgeous picture. Portions of the floors and roof fell in just before 7.30 a.m. and ten minutes later the Brigade had matters well in hand.

The narrowness and depth of the building rendered some portions of the fire difficult to get at, and the work of the fire fighters was made none the more comfortable by the possible fall of verandahs into the narrow street in which they were working. But the flames were as strictly confined to the one house in the back as they were in the front and though Chinese in adjacent houses had collected their goods and placed them on the side-walk, there was never a real need for that precaution.

Extinguished in Fifty Minutes.

At 7.45 o'clock, there was hardly a flame to be seen—the fire was practically extinguished and, within five minutes, Station-officer Lane who, with Mr. T. H. King, Assistant Captain Superintendent of Police, was in charge of operations, was giving orders for some of the hose to be taken off. In a little under fifty minutes the Brigade had extinguished a fire, which at the time of their arrival had the whole building in its grip. The excellence of the performance can better be appreciated by a survey of the spot but it has to be remembered that the depth and narrowness of the building tended to create an artificial draught. The width of the street and the fact that the house was easily accessible only from the front was a factor which was against the brigade, while the slope in the road's surface presented difficulties against properly placing ladders.

Both European and Chinese sections worked well, though one of the firemen did get a stream of water directed against the middle of his back, and the whole performance was ample testimony to the efficiency of the force.

Probable Origin.

Later information shows that the alarm was received at 7.15 o'clock and the brigade proceeded to the house, the ground floor of which was occupied by a paper seller whose stock in trade consisted of joss paper, firecrackers, and Chinese tallow candles. The cause of the outbreak is unknown and at present the damage has not been ascertained, but it is thought that the fire originated in the ground floor and must have spread to the other floors with great rapidity. The owner of the ground floor was a man named Kwat Hing who lives at No. 7 Wong On Lane. On the first floor were the offices of a Chinese eye specialist while in a floor above there lived five coolies employed by Messrs. Watson and Co. Ltd.

According to the tale of the inmates there is one boy missing but up to the present no body has been found.

BIG BLAZE IN MACAO.

SEVERAL CHINESE SHOPS SUFFER SERIOUS DAMAGE.

European Insurance Agents in Hongkong involved.

The plague of fire which Hongkong has just experienced seems to have spread to Macao where, we are informed, there was a big outbreak last evening—considerable damage being done to the premises of certain Chinese carrying on business in silk piece goods.

The locality is the Rua de Mercadores, and the numbers of the shops are five to fifteen, the first and last numbers being included. The conflagration is reported to have broken out in the premises numbered 7.

Damage to the extent of several thousands of dollars has been done, and the firms of Messrs. Arnold Karberg and Company, Siemssen and Company, and Carlowitz and Company are supposed to have considerable insurance interests in the property.

Special representatives of the firms involved, will shortly visit to the scene of the fire, but until they have made their survey it is impossible to state even approximately the amount of damage.

VOLUNTEERS IN CAMP.

A Marked Improvement in the Work.

(From a Special Correspondent.)

Hong Hau, Wednesday.
This morning about twenty men arrived in camp by the morning boat. After breakfasting they joined their respective units and began work at once.

The Engineer Coy again erected a field telephone between two stations and had further practice in transmitting messages.

The Maxim Gun, the Howitzer, and the 10 pounder Sections drilled with their respective weapons. Some members of the Maxim Gun Sections completed their firing practice.

In the afternoon, all units combined to assist the 10 pounder Section to move their guns from one position to another. This involved taking the guns down one hill and up another, and with the expenditure of a good deal of energy, vocal and otherwise, was successfully accomplished. Leaving the 10 pounder Section in charge of the guns, the other units "took up arms" again, and engaged in an attack on one of the neighbouring ridges. Capt. Churchill was in command, and Capt. Skrimshire watched the proceedings from the top of the ridge.

There was again a marked improvement in the carrying out of the attack, the men taking more advantage of cover and keeping their positions better.

One or two of the men sustained slight bruises, through falling in hidden holes etc., but no serious casualties have occurred up to now.

The weather is still of the best.

The brigade were helped to a considerable extent by the excellent supply of water that was available and there were seven branches of hose in all at work. Fire at Shauiwan.

At about 3.55 p.m. yesterday a fire broke out at Shauiwan West on a vacant piece of ground on which were stacked heaps of grass and other material from the hillside. It appears that the residents in that quarter out grass etc. on the hillside and stack it for use during the winter in breasting fishing junks. How the fire from one stack to another until seven in all were involved. The fire Brigade attended from Central and from Shauiwan, and as a result of their efforts the outbreak was extinguished. The damage done is estimated at \$303.00.

Yesterday morning at No. 15 Si Street a servant girl was ironing clothes when some of the red hot charcoal that she was using fell on her sleeve. She took fire but with help of police the fire was put out, damage to the extent of \$5 being done.

CLUB TROUNCE THE ARMY.

A Pleasant Rugby Game Yesterday.

Yes, a pleasant game to watch; but it was an ideal afternoon for cricket or love or any fool's play but Rugby football, and it was quite pathetic to see poor Captain Lindsay (who had gallantly come forward at the last moment to fill a vacancy) prostrate himself exhausted in the half-time interval—played out to make a Hongkong holiday! The game would have been more sultry still if it had started punctually, but fortunately for the players a large crowd of spectators was kept waiting nearly an hour whilst the sun was hiding himself behind the hills.

The Club won by 11 points to 3 and they thoroughly deserved their victory, not only because of their own fine play, but because of the facility of the army side. This latter was very different from the fine team which gave such a good account of itself against the Navy a little time back. Their fastest wing three-quarter, Collins, was missing. Their forwards were lacking in fire and patric (there is no other word for it) at heeling, stultifying their halves who themselves were not up to their usual form—Mr. Thicknesse possibly because he was still half-crooked and possibly because, as we have said, he was badly served by his scrummage and Mr. Blagrove possibly for the same reason, that he was badly served by his partner owing to the bad heeling of the scrummage but undoubtedly also to a large extent owing to his ill-judged Poulton like rushes into the thick of his opponents without any chance of getting through or any effort at billocking (as Mr. Pym did so well on one occasion) when he had far better have punted into touch or at the worst risked a pass to his three-quarters. The Army three-quarters, too, were bad, showing a lack of pace and bad tackling (which in fact was responsible for failing to prevent the two Club tries) and even the Captain, Mr. Pym, good as he always is and although he engineered and got the only army try, was changed from that Aeneas who led the Trojans to victory against the Navy. Mr. Big-nell's punting was as delightful as ever; but unfortunately for the army his place kicking was not equally remarkable.

Enough, however, of this carping. It takes time to recover from a match in Hongkong and it was sporting of the Army to meet the Club at this early date whilst they were still suffering from the blistered heels and other ailments of their contest with the Navy and with their two try-getters, Mr. Collins and Mr. Kellie on the non-effective list. They deserve better luck next time.

The Club were in fine form. Mr. Rouse, fresh from the healthy atmosphere of the Volunteer Camp, gave a brilliant exhibition. Their forwards, heavier than their opponents, played a stalwart dashing game; got the ball out well and were most exuberant both in assault and defence. Mr. Woodhead was a veritable tower of strength and Mr. Murdoch and Mr. Hegarty were ever in the fore-front of the fray. (We must not omit to mention one very fine kick by Mr. Hall). Jasper Clark, well served by the scrummage, and although still suffering from his injured knee, played a very good game and got the ball away to his captain in excellent style. The three-quarters played well, Mr. Joseland especially, and Mr. Linton did well with his kicks.

The first Club try was a fine piece of work. The ball came out of a scrummage on the right of the Army's twenty-five and had been passed right across the field till it had just reached the Army's left wing when it was magnificently intercepted by Joseland at top speed and passed rapidly in succession through Rouse, Clarke and Taylor, till it reached Woodhead who scored the try. The next Club score was a goal kicked by Linton after a clever mark by Rouse from a rather poor free kick taken by Bagnall near the Army goal-line. The final try was attained by Rouse from a short pass by Clarke from a five-yard

CORRESPONDENCE.

[The opinions expressed by our correspondents are not necessarily those of the "Hongkong Telegraph"]

To the Editor of the Hongkong Telegraph

THE IDOL'S EYE.

May it give Offence?

Sir,—I gather from the preliminary announcements that Mr. Crossed's play "The Idol's Eye," to be produced on February 12 at the City Hall, has one of its scenes laid in a Chinese monastery. I know nothing about the play, but I do hope that it will be carefully examined, by those who have authority in such matters, before production to see that there is nothing in the scene in question which may be offensive to the national religion of China. Keen as I am on the propagation of the Christian religion amongst the Chinese, I should be sorry if anything were staged by English people which could give offence in any way to the faith of the worthy people amongst whom we dwell. I was glad to see that Mr. Caton Woodville's "Romance of India," which is due for production at the Empress Theatre, Earl's Court, was turned back three times by the Lord Chamberlain before being passed, owing to fears that it might not meet the approval of our Indian fellow-subjects. This is the right spirit and I think that the "Idol's Eye" (the title itself is not pleasing) ought to be very severely considered before it is passed for production. As I say, I have no interest in the piece whatever, and only write from a desire to avert sectarian intolerance and prevent unnecessary offence to our fellow-inhabitants in this island.

Yours, etc,

FAIR-PLAY.

Hongkong, January 15, 1914.

scrum near the Army goal. Linton failed to convert. There was nothing thrilling in the game, but it was good clean football and pleasant to witness.

Mr. Coltart's injured knee did not admit of his refereeing as arranged, but Mr. Rayment, his deputy, was entirely admirable and produced an excellent contest.

We have kept reference to Mr. Robson to the last, because he is leaving the Colony for good and will carry with him the good wishes of all who take pleasure in a game of Rugby football. His last game yesterday showed no failing in those powers of kicking and tackling which have made him for so many years the mainstay of the Club defence. Few men are fortunate enough to preserve a nerve like his to say nothing of enthusiasm) long past the heyday of their youth. He is one of the seven wonders of Rugby football and we join with all lovers of the game in the colony in wishing him the best of luck in his new billet at home and may he long continue to find touch every time in his opponents' twenty-five. These playing fields of England should give him a new lease of life after becoming injured to grounds like yesterday's. When, next season we hear of some Avatar arising amongst the Harlequins or the Blackheathens we shall know "what's become of Robson."

GOVERNMENT HOUSE BALL.

Invitations are being issued.

We have been informed by Government House, that a big ball will be held at Government House on Thursday, February 19. Invitations for the function are being issued.

POLICE LOSE \$3,700.

A Gibraltar Story of the Purchase of Arms.

A remarkably clever story of how a Chinese secured \$3,700 from the Hongkong Police was told by Inspector Gordon to Mr. Wood, at the Police Court, this morning. Apart from the cleverness of the feat, the story is full of amusement. The ways and means of trapping those who carry on a trade in arms and ammunition are cunning and devious, and though the clever way in which some police officer captures the traders is often heard of, it is very rare that we hear of the traders outwitting the police. However, this is what has happened.

I would appear, from the statement of Inspector Gordon, that the police were on the look out for these arms vendors, and two informers got in tow with two men who agreed to supply arms and ammunition. It was agreed that the four, the two informers and the two alleged dealers, should meet in the evening of the 13th, on the Praya. The appointment was duly kept, and the next stage in the proceedings was to take a sump to the Montego. There was some "bagging," said the inspector, as to what the bargain price would be, but eventually it was agreed that the sum for Mauser pistols should be \$78 each, and the price for Browning automatics considerably less—\$43 each. Once alongside the ship and arrangements were quickly made for the discharging of the cargo of arms. The means of transportation from the vessel to the sump were by bags suspended from hooks and lines. As the time was between seven thirty and eleven o'clock in the evening, it was nice and dark for the business. Four of the bags containing arms were quickly and successfully lowered, and the informers were ready to take charge of them. As the fifth was about to be lowered, the first Chinese who was alleged to be concerned in the sale, with business-like acumen asked to see the money. He said that the transaction was a big one, and called for a large amount of money, and he wanted to be sure that the purchasers had sufficient to cover the cost of the deal. The man was soon assured since the money was placed in his hands—three thousand seven hundred dollars in notes. Now came the trick that calls for special mention, and has inconvenienced the "eleuths." The fifth bag was being lowered when it appeared that it was about to fall in the water. Those on the sump rushed to the side to grab it. The man who had received the money had put it safely into a small bag was among those who sought the rescue of the apparently falling bag, but has they rescued the bag he called out, that he had dropped the bag containing the money into the water. This intimation was of sufficient alarm to cause momentarily distraction and whilst eager eyes tried to pierce the darkness for the "sinking exchequer," the alarmist quickly detached the bag containing the arms from the hook, and attached to the hook the bag which contained the money. A quick signal was sufficient to cause the money to be hauled on board. When the Chinese informer through the ruse they immediately commenced a scuffle. Inspector Gordon then appeared on the scene and arrested the two alleged dealers and secured the arms. But the money had gone to a haven from which it has not been recovered.

The two alleged dealers were brought before Mr. Wood, and Inspector Gordon pathetically informed his Worship that the top and bottom of the incident of the losing of the money was that the first defendant was "too sharp for the informer" who had the money entrusted to him. "He did not look far, enough in front of him" was the philosophy of the Inspector.

His Worship was proceeding with the evidence when Mr. L. D'Almada appeared in Court and informed his Worship that he had, a moment before been told that he had to appear for one of the defendants. He desired an adjournment so that he could receive instructions regarding the case.

This was evidently very trying to Inspector Gordon in face of what had happened, and he informed his Worship that a long adjournment would seriously handicap the police as they had now shown their cards.

Mr. D'Almada replied that it was not a question of handicapping the police at all—the police should give the public an opportunity to defend themselves.

Inspector Gordon made another appeal to his Worship, saying that the defendants had had plenty of time yesterday if they wanted a lawyer.

His Worship:—I will fix the case for to-morrow morning at eleven o'clock, provisionally.

Mr. D'Almada added further words of fire on the head of the Inspector when he asked his Worship to grant bail.

"I object to bail" cried out the Inspector. "I have been instructed to press, in the event of a conviction, for a heavy penalty."

Mr. D'Almada (smiling): But you haven't heard the evidence yet.

His Worship:—I have heard some.

Mr. D'Almada:—Inspector Gordon is too precipitant (laughter.)

Inspector Gordon: I said in case of a conviction, your Worship.

His Worship:—I will fix bail at \$2,000 each.

Mr. D'Almada (amidst laughter): I cannot so well ask your Worship for a reduction of bail as I am not acquainted with the circumstances.

The case was so amusing that the mask of seriousness fell from his Worship's countenance occasionally, and he joined in the laughter.

New Works For Newport.

It is expected that shortly an agreement will be signed for the erection of new works by the British Mannesmann Tube Company upon a site adjoining the river Uak at Newport. These works which will be erected in sections, which complete will afford employment for 3,000 men, and will mean an addition to the population of 10,000.

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The Rev. John Bush Early, of 73, Church-street, Colchester, who was for thirty years rector of Holy Trinity Church there, left the whole of his estate of £12,438 to his housekeeper, Mrs. Emily Jane Cartar.

To-day's Advertisements

HONGKONG & FAR EAST PHILATELIC SOCIETY.

THE above Society will hold an Auction of Stamps at Hongkong Hotel on MONDAY, 25th January at 5.15 p.m. MEMBERS and their Friends, also all those interested in Philately, are cordially invited to be present.

ALL STAMPS SOLD ARE GUARANTEED TO BE GENUINE.

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NOTICE TO CONSIGNEES.

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having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf & Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 21st January, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 14th Jan., 1914. [1141]

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WESTWARD.	
S.S. "A. Apar," 4,447 tons, Capt. Walker, will be despatched for SINGAPORE, PENANG & CALCUTTA on 20th Jan.	
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Spezia	28th Jan.	Baden	10th Mar.
Saxonia	4th Feb.	Sudmark	12th Mar.
Scandia	14th Feb.	Brigavia	25th Mar.
Hoerde	28th Feb.		

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For Havre, Emden & Hamburg ;	For M'les, H're, R'dam & H'burg ;
Silesia 25th Jan.	Bermuda 4th Mar.
For V'toria, V'vor, S'tle & P. (Or.)	For Marseilles & H'burg ;
Saxonia 6th Feb.	Sithonia 6th Mar.
For Marseilles & H'burg ;	For Havre, Emden, & Hamburg ;
Andalusia 8th Feb.	Spezia 8th Mar.
For R'dam, Bremen & Hamburg ;	For V'toria, V'vor, S'tle & P. (Or.)
Preussen 13th Feb.	Sudmark 11th Mar.
For Havre, Bremen & H'burg ;	For H'burg & Antwerp ;
O. J.D. Ahlers 21st Feb.	Senegambia 12th Mar.
For Marseilles, H'burg & A'werp ;	For Havre & H'burg ;
Suevia 26th Feb.	Scandia 26th Mar.

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MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said	Hitachi Maru, Capt. Sato Miyazaki Maru, Capt. Soyeda	T. 12,500 (THURS., 15th Jan. at 10 a.m.) T. 16,000 (WEDNES., 28th Jan. at 4 p.m.)

VICTORIA, B.C. and SEATTLE, via Shanghai, Moji, Kobe, Yokohama, and Yokohama	Shidzuoka Maru, Capt. Iizawa Tamba Maru, Capt. J. Teranaka	T. 12,500 (TUES., 27th Jan. at noon) T. 12,500 (TUESDAY, 10th Feb. at noon)
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SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Nikko Maru, Capt. Takeda	T. 9,600 (WEDNES., 11th Feb. at noon)
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CALCUTTA, via Spore, Penang & Rangoon	Kanagawa Maru, Capt. M. Machida	T. 12,500 (SATURDAY, 24th Jan.)
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BOMBAY via Singapore and Colombo	Penang Maru, Capt. Murazumi	T. 8,000 (WEDNESDAY, 21st Jan.)
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KOBE & Yokohama	Iyo Maru, Capt. Hirase	T. 12,500 (THURS., 15th Jan. at 11 a.m.)
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NAGASAKI, Moji, Kobe & Yokohama	Bombay Maru, Capt. Tozawa	T. 5,000 (TUESDAY, 27th Jan.)
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SHANGHAI, Moji & Yokohama	Sanuki Maru, Capt. Deguchi	T. 12,500 (SATURDAY, 17th Jan.)
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FOR EUROPE.		
Miyazaki Maru	16,000 tons	sails Wednesday 28th January.
Kitano	16,000 "	" 11th February.
Iyo	12,500 "	" 25th "
Hirano	16,000 "	" 11th March.
Katori	20,000 "	" 25th "
Kamo	16,000 "	" 8th April.
Kashima	20,000 "	" 22nd "

FOR AMERICA.		
Shidzuoka Maru	12,500 tons	sails Tuesday 27th January.
Tamba	12,500 "	" 10th February.
Aki	12,500 "	" 24th "
Sado	12,500 "	" 10th March.
Yokohama	12,500 "	" 24th "
Awa	12,500 "	" 7th April.
Shidzuoka	12,500 "	" 21st "

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HAIPHONG	Kailong	17th Jan. at 10 a.m.
NINGPO & SHANGHAI	Wuhu	17th Jan. at 4 p.m.
SHANGHAI & TSINGTAU	Kanchow	17th Jan. at m'night
MANILA, CEBU & ILOILO	Sungkiang	20th Jan. at 4 p.m.
SHANGHAI	Liangchow	20th Jan. at 4 p.m.
SHANGHAI	Anhui	22nd Jan. at 4 p.m.
SHANGHAI & TSINGTAU	Chenan	24th Jan. at m'night
MANILA, CEBU & ILOILO	Taming	28th Jan. at 4 p.m.

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"SHANGHAI LINE"—The Twin Screw steamers "Anhui" "Chenan," and the S.S. "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tientsin, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

Reduced Fares.—Single \$40. Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36
Hongkong 15th Jan., 1914.

Agents

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Outward Bound.

(Via Vladivostok via Nagasaki.)

The S.S. Kiev, 5,566 R.T., Commander Stetzky, is expected to arrive here about the end of January, 1914.

Homeward Bound.

(Odessa via ports of call.)

The S.S. Perm, 4,149 R.T., Commander Bakanoff, is expected to arrive here about the middle of February, 1914.

N.B.—The exact date of arrival will be published after receipt of telegram from the last port of call.

For Freight, Passage and further particulars, apply to

Capt. D. A. LUKHAMNOFF, Agent,
Hotel Marlborough, Tel. No. 1224.

Hongkong, 9th Jan., 1914.

Shipping

HONGKONG
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
Zalro	4000 F. S. McMurray		Manila, Mangarin, Cebu and Iloilo.	THURS. 22nd Jan. 4 p.m.
Rubi	4000 J. Miller		Manila, Mangarin, Cebu and Iloilo.	SATUR. 31st Jan. 4 p.m.

Electric light Fans in every cabin; competent stewardesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 15th Jan. 1914.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjibodas	SHAI	1st half Jan.	JAVA	1st half Jan.
Tjimahi	JAVA	2nd half Jan.	JAVA	2nd half Jan.
Tjipanas	JAPAN	2nd half Jan.	JAVA	2nd half Jan.
Tjipancoek	SHAI	2nd half Jan.	JAVA	2nd half Jan.
Tjitaroem	JAVA	2nd half Jan.	SHAI	2nd half Jan.
Tjiliwong	JAVA	1st half Feb.	JAPAN	1st half Feb.
Tjilajap	JAVA	1st half Feb.	JAPAN	1st half Feb.
Tjikini	JAVA	2nd half Feb.	SHAI	2nd half Feb.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375

York Building.

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Speed	Leave Hongkong.
Tenyo Maru.	22,000 - 21 knots	Satur., 17th Jan.	
Hongkong Maru.	11,000 - 10 knots	Tues., 10th Feb.	
Shinyo Maru.	22,000 - 21 knots	Fri., 13th Feb.	

via Manila. Omitting Shanghai.

All steamers will be despatched at NOON.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

San Francisco £45.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Kiyo Maru. 17,000 - 14 knots Tues., 3rd Feb.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia

via Manila.

MAIL SCHEDULE

SUBJECT TO MODIFICATION

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenhams	14th Jan.	30th Jan. at 10 a.m.
Empire	31st Jan.	27th Feb. at "
St Albans	21st Feb.	20th Mar. at "
Eastern	14th Mar.	9th April at "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Halching	W. O. Passmore.	TUESDAY, 20th Jan. at 11 a.m.
Halyang	A. E. Hodgins.	FRIDAY, 23rd Jan. at 11 a.m.

FOR SWATOW AND AMOY.

Haimun ... J. W. Evans ... SATUR., 17th Jan. at 2 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.

General Managers.

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LOG BOOK.

Diesel Engine Progress in 1913.

An examination for the year 1913 of the Diesel engine with respect to output from the various firms building or holding licences to build it shows that the progress made has not been up to the expectations formed by its adherents. For a time this engine occupied exclusively the attention of every engineer and there were not wanting those who predicted its universal adoption in a very short period of time. Here, however, as might be expected the inevitable reaction set in and now the idea of its instantaneous, or comparatively instantaneous, adoption has had to be abandoned. The cause of this re-action is not to be looked for in the engine itself which has in practice proved itself to be all that was claimed for it being economical in fuel consumption, efficient in its method of using fuel, and also reliable under service. Two causes may be said to be at work to prevent its more extended use especially with regard to marine work. These are (1) the high initial cost of the engine, compared with steam sets of similar power (2) the high price of fuel oil.

With regard to the first item, it may reasonably be expected that once the manufacturing firms settle down to work on it, standard types and sizes are evolved a considerable reduction in cost of the motor should result. The risk attached to building Diesels without experience and the absence of good reliable formulae for use in designing makes it a matter for careful consideration by firms who have hitherto produced only steam sets with the result that only a few of the large firms have taken up its manufacture in Britain and even in this case many build under license from continental firms who are in a position to supply them with data obtained over a number of years experience and which is absolutely necessary if an engine is to be produced in which production costs do not swallow up the profits and which is at the same time efficient and reliable. Commenting on a paper read before the North East Coast Institution of Engineers and Shipbuilders by Mr. Georges Carols, of the firm of Messrs. Carols, Freres, Ghent, Mr. J. T. Milton, chief engineer to Lloyd's Register, remarked on the frank manner with which Diesel engine manufacturers discussed their troubles with him and said that if the same degree of confidence existed between the makers themselves the position of the engine would be vastly improved. During all the time the Diesel engine has been at work, one might safely say that hundreds of papers have been read and written about it and the engine discussed exhaustively and its efficiency from mechanical and thermodynamic stand-points made familiar to every engineer, yet from all the mass of literature published nothing in the way of really helpful or original information has been given. At present what concerns engineers most with respect to the Diesel engine is not principles which are admitted and recognised but practice which is practically unknown outside of those firms engaged directly in building the engine and it is precisely this item which is lacking in most of the technical papers read during the past few years. Information on these lines can only, it is evident, be of value when given by those engaged in actual designing and production of the engine and as also pointed out by Mr. Milton the communication thus established between the makers would result in an impetus being given to the industry so that instead of losing as is feared there would be direct gain to the makers.

There is also one more item which might also be mentioned and which is invariably absent from papers read before the various scientific and professional societies that is a record of failures met with in practice. There is, however, a noticeable tendency existing at present for engineers to be more frank when describing their experiences in any special class of work and the value of the hints given in this connection is one that is not

(Continued on Page 7.)

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—Subject to Alteration).
 For Steamer On
 SHANGHAI.....Wingsang Sat. 17th Jan. at 3 p.m.
 S'PORE, Pang & C'outa.....Namsang Sat. 17th Jan. at noon.
 SANDAKAN.....Hinsang Sat. 17th Jan. at noon.
 MANILA.....Choyang Sat. 17th Jan. at 2 p.m.
 SHANGHAI via Swatow.....Choyang Sun. 18th Jan. at d'light
 S'PORE, Pang & C'outa.....Yatsing Tues. 20th Jan. at noon.
 S'PORE, Pang & C'outa.....Yatsing Fri. 23rd Jan. at noon.
 MANILA.....Yatsing Sat. 24th Jan. at 3 p.m.

Return Tours To Japan (Occupying 24 days)
 The steamers "Kutsang," "Namsang," and "Laisang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Kooksang," "Kumsang," "Lova," "Yatsing," and "Suisang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 15 days.

The steamers "Choyang," "Kwongsang," and "Hansang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
 *Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
 *Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei, Tsingtau.

*Taking cargo on Through Bills of Lading to Kudat Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, Apply to JARDINE, MATHESON & CO. LD. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
 Subject to change without Notice.

"Shire" Line Service.—Homeward.
 For Steamer Date of Sailing
 LONDON & ANTWERP.....Den of Airle.....28th Feb.

Trans-Pacific "Shire" & "Glen" Joint Service.

VICTORIA VVER STLE.....Cardiganshire.....5th Feb.
 TACOMA & P'LAND.....Radnorshire.....8th Mar.

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD. Agents.

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BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
 Yokohama, Kobe, Hongkong and Rangoon.

EASTWARD.
 The S.S. Euryalus, 3,570 tons gross, Capt. Innes, will be despatched for YOKOHAMA, KOBÉ & MOJI on the 17th January, at noon, taking cargo and passengers current rates.

For Freight and Passage, apply to JARDINE, MATHESON & CO., LD. Agents.

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THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGEWRIGHTS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEM.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'6"
 Pumps empty Dock in 2-3 1/2 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

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JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-12/ to 150 B. H. P.

As supplied to the British Admiralty & War Office.

Illustration of a ship at the dock.

O.6. type Motor and Reverso Gear.
 B.H.P. Paraffin 70, Petrol 20.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA & JAPAN, AGENTS.

Telegraphic Address—"TAIKOODOCK".

TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination	Vessel's Name	For	Time of Departure
Copenhagen, Gothenburg and Baltic Ports	Coyleon	A. N. Co.	15, Jan.
Marseilles, Dunkirk, Antwerp, Rotterdam, and Bremen &c.	Mark	M. & Co.	17, Jan.
London, via Usual Ports of Call Trieste, via Singapore Penang, Colombo, etc.	Koerber	S.W. Co.	15, Jan.
T'ate, Fiume, V'oa, via S'pore etc.	China	S.W. Co.	2, Feb.
Dondon and Antwerp	Den of Airle	J. M. Co.	28, Feb.
Havre, Emden & Hamburg &c.	Silesta	H. A. L.	21, Jan.
London & A'werp via S'arors etc.	Borneo	P. & O.	21, Jan.
Marseilles, Havre & H'burg, &c.	Andalusia	H. A. L.	8, Feb.
Marseilles, H'burg & Antwerp &c.	Suevia	H. A. L.	26, Feb.

NEW YORK SAN FRANCISCO AND CANADA.

Vancouver via S'hai, Japan etc.	Monteagle	C. P. R.	15, Jan.
Boston & New York via Ports and Suez Canal	Shirley	A. K. Co.	17, Jan.
San Francisco	Indrasamba	I. M. Co.	17, Jan.
Vancouver Seattle and/or Tacoma & P'land Or.	Belgravia	H. A. L.	16, Jan.
Vancouver via S'hai, Japan etc.	E of India	C. P. R.	5, Feb.
San F'isco via S'hai & Japan &c.	Mongolia	P. M. Co.	27, Jan.
V'oria, B.O. T'm via Japan &c.	Chiocho M.	O. S. K.	22, Jan.
V'oria, V'ver, S'ha, T'm & P'land	Saxonia	H. A. L.	2, Feb.
Victoria, Vancouver, Seattle, Tacoma & Portland	Cardigan	J. M. Co.	5, Feb.
N'ies, G'oa, A'ra, G'far, S'ton	Luettow	M. & Co.	21, Jan.
Boston and New York	Kafue	B. L.	23, Jan.
San F'co via Manila & Japan &c.	Porsia	P. M. Co.	7, Feb.
Boston and New York	E. Castle	D. & Co.	5, Feb.
San F'co via S'hai, Japan &c.	Tenyo M.	T. K. K.	17, Jan.

AUSTRALIA.

Australian Ports via Manila	P. Sigismund	M. & Co.	24, Jan.
Australian Ports via Manila	Aldenharn	G. L. Co.	30, Jan.

SINGAPORE COAST PORTS AND JAPAN.

Yokohama, Kobe and Moji Japan	Fultala	J.M. Co.	Q. desp.
Shanghai	Pittaroom	J.C.J.L.	Q. desp.
Batavia, Cheribon, Samarang &c.	Tikini	J.C.J.L.	Q. desp.
Batavia, Cheribon Samarang, &c.	Pipanas	J.C.J.L.	Q. desp.
Shanghai	Timahi	J.C.J.L.	Q. desp.
Batvia, Cheribon, Samarang, &c.	Tillwong	J.C.J.L.	Q. desp.
Y'hama and Kobe via Shanghai	Pittaroom	J.C.J.L.	Q. desp.
Kobe & Yokohama	Vorwaerts	S. W.	31, Jan.
Shanghai	Iyo M.	N. Y. K.	15, Jan.
Shanghai	Luohow	B. & S.	15, Jan.
Shanghai	Devanha	P. & O.	15, Jan.
Shanghai	Bobomia	S. W. Co.	1, Feb.
Manila Mangarin, H'ollo & Cebu	Zafiro	S. T. Co.	22, Jan.
Singapore, Penang & Calcutta	Yatsing	J. M. Co.	20, Jan.
Ports via Japan	Kiyo M.	T. K. K.	3, Feb.
Kobe	P. Waldemar	M. & Co.	3, Feb.
Shanghai, Moji, Kobe & Y'hama	Sanuki M.	N. Y. K.	18, Jan.
Shanghai, Kobe and Moji	Torilla	D. S. Co.	28, Jan.
Shanghai, Y'hama, Kobe & Moji	Yeddo	B. of Mar.	15, Jan.
Manila	Loongsang	J. M. Co.	17, Jan.
Bombay via S'pore & Colombo	Hinsang	J. M. Co.	19, Jan.
Shanghai via Foochow	Lokang	J. M. Co.	15, Jan.
Shanghai	Anhui	B. & S.	22, Jan.
S'hai, Nagasaki, Kobe & Y'hama	Geoben	M. & Co.	22, Jan.
Shanghai, Moji, Kobe & Y'hama	Nore	P. & O.	24, Jan.
Tameu, via Swatow & Amoy	Daigi Maru	O. S. K.	18, Jan.
Yokohama and Kobe	Euryalus	J. M. Co.	17, Jan.
Shanghai, Kobe & Moji	Penang M.	N. Y. K.	15, Jan.
Shanghai & Tsingtau	Chenay	B. & S.	24, Jan.
Shanghai, Kobe & Y'hama	Magellan	M. M.	25, Jan.
Amoy, Takao via S'tow & Amoy	Sosbu M.	O. S. K.	21, Jan.
Swatow, & Amoy	Hajum	D. L. Co.	17, Jan.
Swatow, Amoy and Foochow	Haiyang	D. L. Co.	20, Jan.
Bombay via S'pore Port S'ham, Penang & Colombo	Saigon M.	O. S. K.	20, Jan.
Singapore, Penang and Calcutta	Onsang	J. M. Co.	20, Jan.
S'pore, Pang, B'goon & C'outa	Kanagawa M.	N.Y.K.	24, Jan.

S.O.A.E.O.

FAR EAST OXYGEN & ACETYLENE CO. LTD.
 AUTODENOUS WELDING.

Repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces of any kind of metal.

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MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For Steamer

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From Steamer

CANADIAN MAIL.

The C.P.R. s.s. EMPRESS OF ASIA left Vancouver on the 3rd January, at a.m.

The C.P.R. s.s. EMPRESS OF ASIA 1150 tons left Yokohama on the 15th instant, at midnight, is due to arrive at Hongkong on the 14th instant, at 3 p.m. and will leave Yokohama on the 15th inst. at 6 a.m.

The C.P.R. s.s. EMPRESS OF JAPAN arrived at Vancouver on the 8th instant, between 12 & 2 p.m.

AUSTRALIAN MAIL.

The E. and A. s.s. EMPIRE left Sydney on the 7th instant, for this Port, (via Queensland and Port Darwin, Timor, and Manila), and may be expected to arrive here on or about 27th February.

AMERICAN MAIL.

The s.s. MONGOLIA sailed from Yokohama on the 8th January for Hongkong via Shanghai. This vessel is carrying the United States Mail.

The American and Manchurian Line s.s. DENBIGH HALL arrived at Boston on the 10th instant.

ENGLISH MAIL.

The P. & O. s.s. DEVANHA left Singapore for this Port on the 11th instant, at 9 a.m. with the outward English Mails, and is due here on the 16th instant, at about 6 a.m.

GERMAN MAIL.

The I. G. M. s.s. BULOW which left here on the 7th instant, arrived at Singapore on the 11th instant, at 3 p.m.

The I. G. M. s.s. GOEBEN carrying the German Mails with dates from Berlin of the 24th of December left Colombo on the 11th inst., p.m. and may be expected here on or about the 23rd instant.

The I. G. M. s.s. PRINZ LUDWIG which left here on the 10th inst., arrived at Shanghai on the 12th instant, at 1 p.m.

The I. G. M. s.s. PRINZ WALDEMAR left Sydney on the 10th inst., at 11 a.m. and may be expected here on or about the 2nd of February.

MERCHANT STEAMERS.

The N. Y. K. s.s. TAMBA MARU (American Line) left Seattle for this port via ports on the 30th December, and is expected here on the 1st February.

The N. Y. K. s.s. KATORI MARU (European Line) left London for this port via ports on the 3rd instant, and is expected here on the 11th February.

The N. Y. K. s.s. SHIZUOKA MARU (American Line) left Yokohama for this port via ports on the 5th inst., and is expected here on the 18th January.

The N. Y. K. s.s. BOMBAY MARU (Bombay Line) left Bombay for this port via Singapore on the 7th inst., and is expected here on the 25th instant.

The N. Y. K. s.s. CEYLON MARU (Calcutta Line) left Calcutta for this port on the 9th inst., and is expected here on the 28th instant.

WING KEE & CO.

47-49, Connaught Rd.

SHIP CHANDLERS

PROVISION & COAL

MERCHANTS

Hongkong, 3-10, October, 1-13

BOLINDERS CRUDE OIL MOTORS.

MARINE MOTORS, DIRECT REVERSIBLE.

STATIONARY MOTORS, FOR ALL PURPOSES.

Please address enquiries to—

ULDERUP & SCHUTTER,

HONGKONG.

REPRESENTATIVES FOR J. & C. G. BOLINDERS, A. B. STOCKHOLM.

FOR CHINA, FORMOSA, DAN PHILIPPINE ISLANDS

The I. C. S. N. s.s. KUMSANG from Calcutta is due at Hongkong on the 17th January.

The I. C. S. N. s.s. CHOYANG, from Shanghai, is due at Hongkong on the 14th inst.

The S.L. VENNAOCHAR from Tacoma is due at Hongkong on the 26th January.

The S. L. s.s. CARDIGANSHIRE from London passed the Canal on January 21 and is due here on February 2.

The B. I. S. N. s.s. EURYALUS from Singapore is due at Hongkong on the 17th January.

The s.s. GLENFARG passed the Suez Canal on 19th ult., and is due here on or about 18th Jan.

The American & Oriental s.s. POLERIO arrived at Boston on the 6th inst.

The H. A. L. s.s. O. J. D. AHLERS left Singapore on the 12th instant, p.m. and may be expected here on or about the 18th instant, a.m.

The Danish Motorship RUNAM left Singapore on the 10th inst., and may be expected here on or about the 17th inst. at daylight.

The Danish s.s. INDIEN left Port Said on the 10th inst., and may be expected here on or about the 1st of Feb.

VESSELS IN PORT.

Steamers.

Brilliant, Br. s.s. 3,609, C. U. Grant, 31st ult. —Hog, 18th ult. Gen.—Standard Oil Co.

Kina, Dan. 4,714, J. B. Cortson, 2nd inst. —Karatsu, 28th ult. Gen.—M. & Co.

Wal Shing, Br. s.s. 1,170, G. S. Hoanwood, 2nd inst.—Samsang 23rd ult. Sugar, J. M. & Co.

Hongkong, Br. s.s. 739, Marguerite, 3rd inst.—Pakhlo, 2nd inst. General—Marty.

Fukura Maru, Jap. s.s. 3,087, Goto, 3rd inst.—Karatsu, 27th ult. Coal—M. & Co.

Japan, Br. s.s. 3,858, C. A. Selden, 6th inst.—Moji, 1st inst. Gen.—D. & Co.

L. Schieff, Ger. s.s. A. Struve, 5th inst.—Salgon, 29th ult. Rice—S. & Co.

Laertes, Br. s.s. 1,148, R. Calne, 7th inst.—30th ult. Rice—China.

Changsha, Br. s.s. 1,493, F. C. Gambrell, 6th inst.—Melbourne, 1st ult. Gen.—B. & S.

Hakugida Maru, Jap. s.s. 3,361, S. Suda, 6th inst.—Sourabaya, 27th ult. Sugar—O. S. K.

Strathgair, Br. s.s. 3,851, S. M. Jones, 6th inst.—New York, Case Oil—Standard Oil & Co.

Hakuto Maru, Jap. s.s. 3,426, K. Chiba, 7th inst.—Sourabaya, 27th ult. Sugar—Dowell & Co.

Asia Maru, Jap. s.s. 1,537, Y. Nishi, 6th inst.—Chefoo, 31st ult. Gen.—Order.

Irene, Chi. s.s. 328, MacLean, 6th inst.—Chefoo, 1st inst. Gen.—O. M. S.

Nissel Maru, Jap. s.s. 3,245, Nishigawa, 6th inst.—Sebasti, 29th ult. Coal—A. Buns.

Tak Sang, Br. s.s. 977, McClure, 7th inst.—Wei-Hai-Wei, 1st inst. Gen.—J. M. & Co.

Kansu, Br. s.s. 1,148, R. Calne, 7th inst.—Haliphong, 5th inst. Coal—B. & S.

Emden, Ger. Cruiser, 3,500, Readeoff, 6th inst.—Swatow.

Jobanne, Ger. s.s. 952, H. Holand, 8th inst.—Holbow, 7th inst. Gen.—J. & Co.

Nippon Maru, Jap. s.s. 3,435, A. G. Stevens, 8th inst.—San Francisco, 11th instant, Gen.—T. K. K.

Hinsang, Br. s.s. 1,880, A. Kennedy, 8th inst.—Borneo, 3rd inst. Gen.—J. M. & Co.

Nippon Maru, Jap. s.s. 11,000, A. G. Stevens, 8th inst.—San Francisco, Gen.—T. K. K.

Europa Maru, Jap. s.s. 2,995, Masire, 8th inst.—Moji, 2nd inst. Coal—M. & Co.

Indrakula, Br. s.s. 2,945, A. E. Smith, 8th inst.—Shanghai, 6th inst. Gen.—J. M. & Co.

Taming, Br. s.s. 1,350, G. H. Pennefather, 9th inst.—Manila, 6th inst. Gen.—B. & S.

Phemius, Br. s.s. 4,699, W. R. Bailey, 9th inst.—Singapore, 4th inst. Gen.—B. & S.

Java Maru, Jap. s.s. 2,874, T. Fuchigami, 9th inst.—Moji, 4th inst. Gen.—O. S. K.

Tosa Maru, Jap. s.s. 3,610, M. Yashikawa, 10th inst.—Kobe, 2nd inst. Gen.—N. Y. K.

Monteagle, Br. s.s. 3,953, A. J. Halliey, 10th inst.—Shanghai, 7th inst. Gen.—O. P. R. Co.

Tayora Maru, Jap. s.s. 2,897, K. Kobayashi, 9th inst.—Wakamatsu, 2nd inst. Gen.—M. D. & Co.

Namsang, Br. s.s. 3,391, F. M. B. Lake, 9th inst.—Moji, 4th inst. Gen.—J. M. & Co.

Shaoching, Br. s.s. 1,301, E. M. French, 9th inst.—Shanghai, 6th inst. Gen.—B. & S.

Mathilda, Ger. s.s. 3,311, G. Schliepfer, 9th inst.—Singapore, 30th instant, Sugar—Order.

E. of India, Br. s.s. 3,000, F. L. Davison, 10th inst.—Vancouver, Gen.—C. P. R. & Co.

Halyang, Br. s.s. 1,243, A. E. Hodgins, 11th inst.—Swatow, 10th inst. Gen.—D. L. & Co.

Indo Maru, Jap. s.s. 3,375, K. Romiya, 10th inst.—Singapore, 4th inst. Gen.—O. S. K.

Loval, Br. s.s. 3,301, E. Glegg, 10th inst.—Singapore, 3rd inst. Gen.—J. M

Consignees

BARBER LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship

"S. THEODORE"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 6th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & Co., Ltd., Agents.

NORDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

The Steamship

"PRINZ LUDWIG,"
having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 16th of Jan., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th of Jan., at 9.30 a.m.

All claims must reach us before the 23rd of Jan., 1914, or they will not be recognized.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents, Hongkong, 9th Jan., 1914. [1130]

TOYO KISEN KAISHA.
From SAN FRANCISCO, via HONOLULU, JAPAN PORTS, AND SHANGHAI.

The Steamship

"NIPPON MARU,"
The above named Steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on SATURDAY the 10th Jan., 1914, will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected. Bills of Lading will be countersigned by us in any case whatever.

This steamer brings on cargo:—ex s.s. "Hamburg" from Boston ex s.s. "Jelo," Drammen.

Cargo remaining undelivered on SATURDAY the 10th Jan., 1914, will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected. Bills of Lading will be countersigned by us in any case whatever.

This steamer brings on cargo:—ex s.s. "Hamburg" from Boston ex s.s. "Jelo," Drammen.

Cargo remaining undelivered on SATURDAY the 10th Jan., 1914, will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected. Bills of Lading will be countersigned by us in any case whatever.

This steamer brings on cargo:—ex s.s. "Hamburg" from Boston ex s.s. "Jelo," Drammen.

Cargo remaining undelivered on SATURDAY the 10th Jan., 1914, will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected. Bills of Lading will be countersigned by us in any case whatever.

This steamer brings on cargo:—ex s.s. "Hamburg" from Boston ex s.s. "Jelo," Drammen.

Cargo remaining undelivered on SATURDAY the 10th Jan., 1914, will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected. Bills of Lading will be countersigned by us in any case whatever.

This steamer brings on cargo:—ex s.s. "Hamburg" from Boston ex s.s. "Jelo," Drammen.

Consignees

INDO-CHINA STEAM NAVIGATION Co., Ltd.

From CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LOVAT"

having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon the 13th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by:—

JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong, 10th Jan., 1914. [1133]

TOYO KISEN KAISHA

s.s. "TENYO MARU,"

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS AND SHANGHAI.

The above named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on 13th January at NOON will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected. Bills of Lading will be countersigned by the undersigned.

No Claim will be recognised after the Goods have left the Steamer or Godown, and all goods remaining undelivered on 19th January, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown and examination of same to be held on 18th Jan., at 10 a.m.

All Claims must be filed on or before 26th Jan., otherwise they will not be recognised.

S. MORIMOTO, Agent, Hongkong, 12th Jan., 1914. [1136]

From EUROPE.
THE H. A. L. Steamship

"BELGRAVIA,"
Capt. G. Meisner, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—ex s.s. "Hamburg" from Boston ex s.s. "Jelo," Drammen.

Cargo remaining undelivered on SATURDAY the 10th Jan., 1914, will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected. Bills of Lading will be countersigned by us in any case whatever.

This steamer brings on cargo:—ex s.s. "Hamburg" from Boston ex s.s. "Jelo," Drammen.

Cargo remaining undelivered on SATURDAY the 10th Jan., 1914, will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected. Bills of Lading will be countersigned by us in any case whatever.

This steamer brings on cargo:—ex s.s. "Hamburg" from Boston ex s.s. "Jelo," Drammen.

Cargo remaining undelivered on SATURDAY the 10th Jan., 1914, will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected. Bills of Lading will be countersigned by us in any case whatever.

This steamer brings on cargo:—ex s.s. "Hamburg" from Boston ex s.s. "Jelo," Drammen.

Cargo remaining undelivered on SATURDAY the 10th Jan., 1914, will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected. Bills of Lading will be countersigned by us in any case whatever.

This steamer brings on cargo:—ex s.s. "Hamburg" from Boston ex s.s. "Jelo," Drammen.

Cargo remaining undelivered on SATURDAY the 10th Jan., 1914, will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected. Bills of Lading will be countersigned by us in any case whatever.

Hotel Lists.

Hongkong Hotel.

Abraham, E. S. Jameson P. D. V.
Adair, T. J. W. Johnson, M.
Adler, L. Kent Capt W. E.
Arenson, J. L. Kessano, M.
Babins, Mrs. F. Murray, E. G.
Bate, E. R. Lambert, E. B.
Beer, Mr. & Mrs. O. Lambell, A.
Bent, Mrs. H. Lambell, S. H.
Bell, Mrs. E. R. Lee-Jones, J. W.
Bena, G. A. Logan, W.
Bell, Mr. & Mrs. O. J. Logan, W.
Blok, Mr. & Mrs. O. J. Logan, W.
Booth, J. M. Lim Ting-lay
Brown, Mr. & Mrs. T. Mason, O. F.
C. J. Matheson, Mrs. M.
Cambridge, A. J. Matheson, Mrs. M.
Carson, C. W. Matheson, Mrs. M.
Castro, Mr. & Mrs. F. D. A. Matheson, Mrs. M.
Cassio, Miss D. S. Matheson, Mrs. M.
Castro, Master D. S. Matheson, Mrs. M.
Coleman, Dr. A. L. E. F. Matheson, Mrs. M.
Curry, G. P. Matheson, Mrs. M.
Claxton, A. A. Matheson, Mrs. M.
Clarke, W. E. Matheson, Mrs. M.
Clyde, W. E. Matheson, Mrs. M.
Dertano, Mr. & Mrs. Matheson, Mrs. M.
D. S. & children Matheson, Mrs. M.
Dowling, Mrs. R. H. Middleton, G. S.
Douglas, D. S. S. O. L. T. T. Miss G.
Doyle, Mrs. J. M. O'Leary, Miss G.
Duncan, J. P. O'Leary, Miss G.
Ehrhardt, Mr. & Mrs. P. D. A. Matheson, Mrs. M.
Ehrhardt, Capt. W. F. E. F. Matheson, Mrs. M.
Fyfe, A. A. Matheson, Mrs. M.
Finlayson, W. F. Matheson, Mrs. M.
Fong, H. Matheson, Mrs. M.
Forward, A. Matheson, Mrs. M.
Fuller, D. Matheson, Mrs. M.
Garrow, H. Matheson, Mrs. M.
Gallotti, A. Matheson, Mrs. M.
Giles, Mr. & Mrs. A. Matheson, Mrs. M.
Gordon, A. G. Matheson, Mrs. M.
Gourgey, J. F. W. Matheson, Mrs. M.
Goulbourn, V. F. W. Matheson, Mrs. M.
Gould, Mr. & Mrs. J. S. J. C. Matheson, Mrs. M.
Griseone, P. D. de Stafford, W.
Grundy, Mr. and Mrs. Smith, Mr. and Mrs.
Hannibal, Mr. & Mrs. E. H. Matheson, Mrs. M.
H. W. A. Matheson, Mrs. M.
Hawett, Hon. Mr. E. Matheson, Mrs. M.
A. C. M. G. Matheson, Mrs. M.
Hind, W. B. Matheson, Mrs. M.
Hall, Capt. T. P. Matheson, Mrs. M.
Harrison, Miss M. J. Matheson, Mrs. M.
Hickman, Mr. & Mrs. Walker, Mrs. H. A. Matheson, Mrs. M.
H. F. Matheson, Mrs. M.
King Edward Hotel.
Murray, B. H. Matheson, Mrs. M.
Borin, Mrs. Matheson, Mrs. M.
Budge, W. Matheson, Mrs. M.
Butterfield, Miss E. Matheson, Mrs. M.
Clegg, H. Matheson, Mrs. M.
Cox, F. W. Matheson, Mrs. M.
Crack, Mrs. C. K. Matheson, Mrs. M.
Diven, J. Matheson, Mrs. M.
Diven, Miss Matheson, Mrs. M.
Donaldson, W. A. Matheson, Mrs. M.
Enright, E. L. Matheson, Mrs. M.
Evers, E. W. Matheson, Mrs. M.
Gill, Mrs. Matheson, Mrs. M.
Graves, Mr. D. W. Matheson, Mrs. M.
Hall, P. O. Matheson, Mrs. M.
Haupt, A. Matheson, Mrs. M.
Haynor, H. A. Matheson, Mrs. M.
Hing, Miss B. H. A. Matheson, Mrs. M.
Hough, Mrs. L. E. Matheson, Mrs. M.
Houston, Miss M. K. Matheson, Mrs. M.
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Houston, Miss O. J. Matheson

Commercial.

(Continued from page 8.)

get the rubber direct from the estates without any of the hope-less mixing of breads that takes place in London. There are fully 1,000 tons of rubber now sold locally per month, mostly speculatively for resale. Three hundred to 500 tons per week could be had quite easily in a very short time. Standard samples would have to be kept and any quantity of any sample could be purchased direct in bulk.

All the rubber purchased in London for America is mixed up, and one lot may consist of breaks from Ceylon, Straits, Borneo, and Sumatra, etc., all different climates; and the rubber, although exact in appearance, will give quite different reactions. By purchase here the consumer would know even the estate every parcel came from.

The rubber which is at this moment being sold in Singapore is the poorer quality only, as owing to our present subordination to the London market it actually pays to ship the best rubber there still, owing to lack of local buying orders. This would disappear in a week if only estates could be assured of genuine sale to consumers here. In fact, if large and regular buying orders were to be sent direct, on agreed standardized samples, further considerable savings could be made in handling, etc. Judging from many conversations which I have had with Americans on here, I gather that knowledge of the details of the Mid-East planting industry is fairly vague, and I believe that they should be at once informed in view of the fact that in the future your manufacturers will be drawing the bulk of their supplies from us.

The School of Oriental Studies.

The Times is informed that, pending the establishment of a governing body for the School of Oriental Studies, the responsibility of supervising the adaptation of the buildings of the London Institution for the purposes of the school has been entrusted by the Government to the Departmental Committee of the India Office presided over by Lord Cromer, sitting in conjunction with the Office of Works. The Committee last week approved the plans submitted by the architect, Professor F. M. Simpson.

Public Companies.

HONGKONG HOTEL COMPANY, LTD.

NOTICE is hereby given that an Extraordinary General Meeting of the Hongkong Hotel Company, Limited, will be held at the premises of that Company, Pedder Street, Victoria, in the Colony of Hongkong, on Wednesday, the 28th day of January, 1914, at 12.30 o'clock in the afternoon when the subjoined Resolution (which was proposed at and submitted to the Extraordinary General Meeting of the Company held on the 25th October, 1913 and which was passed at the Poll taken as directed at such Meeting on the 10th day of January, 1914) will be submitted for confirmation as a Special Resolution—

"That the following new Article be inserted in the Company's Articles of Association after Article 10 thereof—

"10a. The Company shall pay dividend, in respect of any existing or new shares of the Company, in proportion to the amount paid up on each share where a larger amount is paid up on some shares than on others."

Dated this 12th day of January, 1914.

By order of the Board of Directors,

J. H. TAGGART,
Acting Secretary,
HONGKONG HOTEL
CO., LTD.

Public Companies.

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ORDINARY MEETING of SHAREHOLDERS in this COMPANY will be held at the Offices of Messrs. Jardine Matheson & Company, Limited on WEDNESDAY the 28th January, 1914, at noon, for the purpose of receiving the report of the Directors together with the statement of Accounts for the year ending 31st December, 1913.

The REGISTER of SHARES of the Company will be closed from TUESDAY 20th to WEDNESDAY 28th January, 1914 (both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

THE WEST POINT BUILDING CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ORDINARY MEETING of SHAREHOLDERS in this COMPANY will be held at the Offices of Messrs. Jardine Matheson & Company, Limited on WEDNESDAY the 28th January 1914 at noon 11.45 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1913.

The Register of SHARES of the Company will be closed from TUESDAY 20th to WEDNESDAY 28th January 1914 (both days inclusive) during which period no Transfer of SHARES can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

The Hongkong Land Investment and Agency Co., Ltd. General Agents for the West Point Building Co., Ltd.

THE HONGKONG LAND RECLAMATION CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTEENTH ORDINARY MEETING of SHAREHOLDERS in this COMPANY will be held at the Offices of Messrs. Jardine Matheson & Company, Limited on WEDNESDAY the 28th January, 1914 at 11.30 o'clock a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1913.

The Register of SHARES will be closed from TUESDAY 20th to WEDNESDAY 28th January 1914 (both days inclusive) during which period no Transfer of SHARES can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.

HONGKONG, CANTON and MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS

THE NINETY-FOURTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Offices of the Company, Hotel Mansions, on TUESDAY, the 10th FEBRUARY, 1914, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th January to the 10th February, 1914, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary
Hongkong, 13th Jan., 1914.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary
Hongkong, 13th Jan., 1914.

Notice.

MARTIN'S
APOL STEEL
PILLS

MARTIN'S
APOL STEEL
PILLS

MARTIN'S
APOL STEEL
PILLS

Notices.

G. H. R.

WAR DEPARTMENT CONTRACTS.

Sealed Tenders will be received at the Headquarters Office, Victoria Barracks, Hongkong, until 12 noon on the dates shown against each item, for the under-mentioned supplies and services, for the period of one year, commencing from the 1st April, 1914.

Tenders to be delivered on Wednesday, 21-1-14.

Tenders to be delivered on Monday, 26-1-14.

Tenders to be delivered on Friday, 30-1-14.

Tenders to be delivered on Wednesday, 28-1-14.

Tenders to be delivered on Friday, 30-1-14.

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Tenders to be delivered on Wednesday, 28-1-14.

Tenders to be delivered on Friday, 30-1-14.

Banks.

INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York
London Office: 25, Bishopsgate, E.C.

Branches: Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

Capital and Surplus: Gold \$20,000,000
Deposits: \$1,000,000,000

Deposits: \$1,000,000,000
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Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Head Office: 60, Wall Street, New York
London Office: 25, Bishopsgate, E.C.

Branches: Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

Capital and Surplus: Gold \$20,000,000
Deposits: \$1,000,000,000

Deposits: \$1,000,000,000
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Exchange.

Selling.

1/11 1/16
Demand 1/11 1/16
30 d/s 1/11 1/16

4 m/s 1/11 1/16
T/T Shanghai 73 7/8
T/T Singapore 82 1/8

Private 30 d/s sight 74 3/4
T/T Japan 94 1/4
T/T India 143 1/4

T/T Bombay 143 1/4
Demand Bombay 143 1/4
T/T Calcutta 143 1/4

Demand India 143 1/4
Demand Manila 94 1/4
T/T San Francisco & New York 46 1/4

T/T Java 116 1/4
Subsidiary Coins,
Discount per \$100

Chinese 20 cts. pieces 111 9/16
Chinese 10 " 11 1/2
Hongkong 20 " 8 3/4

Hongkong 10 " 11 7/16
Reserve Liability of
Proprietors \$15,000,000

COURT OF DIRECTORS
S. H. Dodwell, Esq.,—Chairman.
Hon. Mr. D. Landale,—Deputy

Chairman,
G. Friedland, Esq.
E. Goetz, Esq.

C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
C. Landgraf, Esq.

W. L. Fattenden, Esq.
J. A. Plummer, Esq.
Hon. Mr. E. Shollim.

H. A. Siebs, Esq.
CHIEF MANAGER:
Hongkong—N. J. Stabb.

MANAGER:
Shanghai—A. G. Stephen.
London Bankers—London

County and Westminster
Limited.
Hongkong—Interest Allowed.

On Current Account at the rate
of 2 per cent. per annum on the
daily balance.

ON FIXED DEPOSITS.
For 3 months, 2 1/2 per cent. per
annum.

For 6 months, 3 1/2 per cent. per
annum.

For 12 months, 4 per cent. per
annum.

N. J. STABB, Chief Manager

HONGKONG SAVINGS BANK
THE Business of the above
Bank is conducted by the

HONGKONG AND SHANGHAI
BANKING CORPORATION.
Rules may be obtained on ap-

plication.
INTEREST on deposits is al-
lowed on the minimum monthly

balances at 3 1/2 Per Cent. per an-
num.

Depositors may transfer at their
option balances of \$100 or more
to the Hongkong and Shanghai

Bank to be placed on FIXED
DEPOSIT at 4 Per Cent. per
annum.

For the Hongkong and Shang-
hai Banking Corporation,
N. J. STABB, Chief Manager.

DEUTSCH ASIATISCHE
BANK.
Capital Fully

Paid-up Sh. Tael 7,500,000
Head Office.—Shanghai.
Board of Directors.—Berlin.

Branches:
Berlin Calcutta Canton
Hamburg Hankow Kobe

Peking Singapore Tientsin
Tientsin Taiping Yokohama.
LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.

The Union of London and Smith's
Bank, Limited.
Deutsche Bank (Berlin), London

T/T Marks

197
T/T Marks 197
T/T Marks 197

On Haiphong 1/11 1/16
On Saigon 1/11 1/16
On Bangkok 1/11 1/16

Buying.
4 m/s L/C 1/11 9/16
4 m/s D/B 1/11 11/16

6 m/s L/C 1/11 3/4
30 d/s San Francisco & New York 47 1/4
4 m/s Marks 2 1/2

4 m/s France 2 1/2
6 m/s do 2 1/2
Demand India 25 5/8

Gold Leaf portael 25 1/8
Bank of England rate 34 1/2
Sovereign 10 1/2

Opium Quotation
Dec. 31:
Malaya, New 4 900 per pic

Malaya, Old 5 000
Panna, New 5 975 per pic
Panna, Old 5 850

Benares, New 5 800
Benares, Old 5 175

TO-DAY'S SHARE REPORT.
S-SELLERS SA-SAL B-BUYERS N-NOMINAL

STOCKS & PAID UP VALUE
BANKS.
Hongkong & Shanghai \$125

Marine Insurance \$50
Cantons \$50
North China \$25

Unions \$100
Yangtze \$50
China Fire \$20

Hongkong Fire \$50
China & Manila \$25
Douglas Steamship \$50

Steamboats \$15
Indo-China (Preferred) \$25
Shell Transports \$1

Star Ferry \$10
China Sugars \$100
Luzon Sugars \$100

Chinese Engineering \$139
Ironworks \$1
Rauha \$1
Kowloon Wharves & Godowns

Kowloon Wharves \$50
H.K. & W.P. Docks \$50
Shanghai Docks T. 100

Hongkew Wharves T. 100
Lands, Hotels & Buildings
Anglo French Lands T. 100

Hongkong Hotels \$50
Hongkong Lands \$100
Humphreys Estates \$10

Kowloon Lands \$30
Shanghai Lands T. 30
West Point \$50

Manila M'pole Hotel P. 10
Ewos T. 50
Shanghai Cottons T. 123

Laou Kung Mow 106
Kung Yik 124
Hongkong Cottons \$10

China-Borneo \$12
Light and Powers \$10
Do. (Spec. shares) \$17

China Providents \$10
Dairy Farms \$6
Green Islands \$1

